



ALBERTA

THE HIGHWAY TRAFFIC
BOARD



The Public Service
Vehicles Act
and
Regulations
1943

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The Public Service Vehicles Act

(Chapter 276, Revised Statutes of Alberta, 1942)

AND

REGULATIONS THEREUNDER

By Authority of

Order in Council No. 1370-1943

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GOVERNMENT OF THE PROVINCE OF ALBERTA
THE HIGHWAY TRAFFIC BOARD
QU'APPELLE BUILDING
EDMONTON - - ALBERTA

Members of the Board

G. H. N. Monkman
(Chairman)

N. W. Macpherson

W. T. Aiken
(Secretary)

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The Public Service Vehicles Act

(OFFICE CONSOLIDATION)

(Being Chapter 276 of R.S.A. 1942, with amendments up to and including March 30, 1943.)

HIS MAJESTY, by and with the advice and consent of the Legislative Assembly of the Province of Alberta, enacts as follows:

Short Title.

1. This Act may be cited as "*The Public Service Vehicles Act*." Short title
[1936, c. 91, s. 1.]

Interpretation.

2. In this Act, unless the context otherwise requires,—
- (a) "Board" means the Highway Traffic Board constituted pursuant to this Act; Interpre-
tation
Board
 - (b) "Certificate" means a document issued by the Highway Traffic Board granting authority to operate a public service or commercial vehicle; Certificate
 - (c) "Commercial vehicle" means any truck, trailer or semi-trailer, except,— Commercial
vehicle
 - (i) a truck, trailer or semi-trailer which is a public service vehicle; or
 - (ii) a truck, trailer or semi-trailer or any class or classes thereof, which the Board after an examination of the circumstances certifies in any year is not to be regulated as a commercial vehicle in that year;and includes any motor vehicle from which sales are made of any goods, wares, merchandise or commodity, and any motor vehicle by means of which delivery is made of any goods, wares, merchandise or commodity to any purchaser or consignee thereof;
 - (d) "Compensation" means remuneration in specie or otherwise or any other recompense whatsoever obtained for transporting passengers, live stock, liquids, goods, merchandise, gravel, sand or other material; Compensa-
tion

Live stock	(e) "Live stock" means poultry and domestic animals including horses, cattle, sheep and pigs;
Minister	(f) "Minister" means the Minister of Public Works;
Motor vehicle	(g) "Motor vehicle" includes automobiles, locomobiles, motor cycles and other self-propelled vehicles excepting cars of electric and steam railways and other motor vehicles running only upon rails or tracks or solely upon railway company property;
Owner	(h) "Owner" means a person in whose name a vehicle is registered under <i>The Vehicles and Highway Traffic Act</i> ;
Public highway	(i) "Public highway" means every highway, road allowance, thoroughfare, road, street, avenue, lane, alley, trail, park, drive, parkway, driveway, square, bridge, culvert or place in the Province in respect of which there is a public right of travel;
Public service vehicle	(j) "Public service vehicle" means a motor vehicle, trailer or semi-trailer operated on a public highway by or on behalf of any person, firm, association or corporation for compensation, whether such operation is regular or only occasional or for a single trip; and includes a motor vehicle kept by a person, firm or corporation for the purpose of being rented without a driver but does not include a motor vehicle used solely as an ambulance or hearse or for the transportation of His Majesty's mail; and also includes any motor vehicle operated by or on behalf of any person engaged in the business of processing cream or milk or dairy products and which is capable of being used for the purpose of transplanting cream or milk or dairy products;
Semi-trailer	(k) "Semi-trailer" means a vehicle of the trailer type so designed and used in conjunction with a motor vehicle that some part of its own weight and that of its own load rests upon or is carried by another vehicle;
Toll or rate	(l) "Toll" or "rate" means a fee charged or collected for the carriage of passengers or property by a public service vehicle;
Trailer	(m) "Trailer" means any vehicle which is at any time drawn upon a public highway by a motor vehicle and which is intended for the conveyance of live

stock, liquids, goods, merchandise, gravel, sand or other materials, and shall be deemed to be a separate vehicle and not part of the motor vehicle by which it is drawn;

- (n) "Truck" means a motor vehicle intended for the conveyance of live stock, liquids, goods, merchandise, gravel, sand or other material.

[1938, c. 69, s. 2; 1939, c. 73, s. 2.]

Certificate Required.

3.—(1) No person by himself or by an agent or employee shall operate a public service or commercial vehicle unless he holds a certificate or permit issued by the Board authorizing such operation:

Necessity of certificate for operation of public service or commercial vehicle

Provided, however, that the provisions of this subsection shall not apply to the operation of a motor vehicle by the owner, his agent or employee, upon property privately owned or leased by the owner of the motor vehicle.

(2) No person other than the holder of a public service vehicle certificate shall, by advertising or otherwise, solicit the transportation of passengers, live stock, liquids, goods, merchandise, gravel, sand or other material, and no advertisement containing such solicitation shall be inserted in any newspaper published in the Province.

Advertising transportation

(3) No person other than the holder of a public service vehicle certificate shall operate a travel bureau or any other place for the sale of tickets or for soliciting or advertising the sale of tickets for the transportation of persons on highways outside of a city, town or village, except under the authority of a special certificate issued by the Board.

Travel bureau

[1936, c. 91, s. 3; 1941, c. 86, s. 2.]

Highway Traffic Board.

4.—(1) There shall be a board styled "The Highway Traffic Board" which shall be composed of three members to be appointed by the Lieutenant Governor in Council, one of whom shall be appointed as chairman and shall be entitled to hold the position of chairman as long as he continues a member of the Board; if a person who is employed in the public service of the Province is appointed as a member of the Board, he shall nevertheless be deemed to continue to be an employee within the meaning of *The*

Constitution of Highway Traffic Board

Public Service Act and to be subject to its provisions and entitled to the benefits thereby conferred.

Vacancy on Board

(2) In case of the absence of any member of the Board or his inability to act or in case of a vacancy in the office the two remaining members shall concur in exercising the powers of the Board.

Absence of chairman

(3) In the absence of the chairman all orders, rules, regulations and other documents may be signed by any one member and when so signed shall have the like effect as if signed by the chairman; whenever it appears that a member other than the chairman has acted for and in place of the chairman it shall be conclusively presumed that he has so acted in the absence or disability of the chairman.

Filling vacancies

(4) Vacancies caused by death, resignation or otherwise may be filled by the Lieutenant Governor in Council but a vacancy shall not impair the power of the remaining members to act, and in any such case the signature of one member shall be sufficient.

Remuneration

(5) The members shall serve without remuneration or shall receive such remuneration as is approved by the Lieutenant Governor in Council and shall perform such duties in addition to the duties assigned to them by this Act as may be provided by the Lieutenant Governor in Council.

[1936, c. 91, s. 4.]

The Board a body corporate

5. The Board shall be a body corporate with perpetual succession and a common seal of such design as may be provided by the Lieutenant Governor in Council, and the seal shall be judicially noticed.

[1936, c. 91, s. 5.]

Member disqualified from acting in a matter

6. Whenever a member is interested in a matter before the Board, the Lieutenant Governor in Council may, upon the application of such member or otherwise, appoint some disinterested person to act as a member for that particular matter, and the Lieutenant Governor in Council may also appoint a person to act during the sickness, absence or disability of a member.

[1936, c. 91, s. 6.]

Powers of the Board.

Powers of Board to prohibit operation of public service vehicles without special permits

7.—(1) The Board, with the approval of the Lieutenant Governor in Council, may by order from time to time,—

(a) prohibit the operation of any public service vehicle along any highway, highways or parts thereof specified in the order, by any person who is not the holder of a special permit authorizing him so to do;

- (b) prohibit the operation of any public service vehicle in any area consisting of unsurveyed lands specified in the order by any person who is not the holder of a special permit authorizing him so to do;
- (c) provide for the issuance of special permits referred to in paragraphs (a) and (b), the person or persons to whom the same are to be issued, the duration thereof and the fees payable upon the issuance of any such permit or any classification thereof.

(2) The tolls which shall be charged by the holder of any special permit issued under this section in respect of the operation of a public service vehicle over any designated highway or in any specified area, as the case may be, shall be such tolls as are from time to time approved by the Board and not otherwise.

(3) Every person who,—

- (a) operates any public service vehicle in contravention of any order made pursuant to this section; or
- (b) being the holder of a special permit issued pursuant to this section makes charges on account of tolls for the operation of a public service vehicle to which the permit relates, other than such tolls as are for the time being approved by the Board as the tolls to be charged for the operation of the vehicle; or
- (c) by means of any rebate, discount, forbearance or other device, discriminates as between one person and any other person in the charges made in respect of the operation of the public service vehicle to which the permit relates,—

shall in every such case be guilty of an offence and liable upon summary conviction to a fine of not more than two hundred dollars and costs, and in addition to any other penalty imposed, the Board may in its discretion cancel any special permit issued under this section to the person convicted.

[1938, c. 69, s. 4.]

8.—(1) Notwithstanding the provisions of any other Act the Board may make regulations limiting or restricting the weight, speed, width of wheels and the use of cleats, in respect of any or all traction engines or public service vehicles or commercial vehicles upon highways; and relating to the maximum weight and load to be carried by any

Regulations
by Board as
to traction
engines
and public
service
vehicles

vehicle upon highways, the size and nature of tires to be used upon such vehicles and the dimensions of any vehicles or combination of vehicles upon highways.

(2) Upon such regulations being approved by the Lieutenant Governor in Council they shall be of the same effect as if set out in this Act. [1938, c. 69, s. 5.]

General
regulations

9. The Board may, with the approval of the Lieutenant Governor in Council, make regulations not inconsistent with this Act for the better carrying out of the provisions of this Act according to their true intent.

[1936, c. 91, s. 10.]

Duties of
chairman

10. The chairman shall perform such of the duties and exercise such of the powers of the Board as are imposed upon or delegated to him from time to time by the Board.

[1936, c. 91, s. 9.]

Records

11. The Board shall make provision for keeping an accurate record of its business.

[1936, c. 91, s. 7.]

Regulations
and orders
of Board
as to
particular
matters

12. The Board shall have power to do all things necessary for the proper conduct of its business and in particular, but without restricting the generality of the foregoing, may make regulations or orders governing,—

- (a) the amount and nature of any deposit, bonds and insurance policy required to be deposited by the owner of a public service vehicle;
- (b) the nature of live stock, liquids, goods and merchandise which may be carried;
- (c) routes and the nature of routes whether local or through;
- (d) areas within which public service vehicles may be operated;
- (e) the passenger capacity of public service vehicles;
- (f) the weight which may be carried on the top of a passenger carrying public service vehicle;
- (g) the maximum weight of express freight and baggage which public service vehicles may carry, and the size and weight of packages;
- (h) tolls, express and freight rates;
- (i) the commission chargeable for collecting on cash or delivery shipments;

- (j) the licensing, supervision, maintenance and location of depots and the furnishing of insurance or other security by any licensee against the loss of property in transit or in his custody, as a condition prerequisite to the issue of a license to him;
- (k) the time schedules of public service vehicles operated on a specified route;
- (l) the classification of vehicles;
- (m) the hours of employment and wages of drivers of public service and commercial vehicles;
- (n) providing for a uniform bill of lading;
- (o) providing for the issue of numbered tickets by owners of passenger carrying public service vehicles operated on a specified route;
- (p) classifying live stock, goods, merchandise and other material;
- (q) respecting the nature of goods which may be carried as express freight;
- (r) respecting the nature of containers which may be used in freight shipments;
- (s) prescribing the form of certificates and permits to be issued by the Board and the period in respect of which any certificate or permit is issued and the fees to be paid therefor;
- (t) the restriction as to the use of public service and commercial vehicles;
- (u) the speed and equipment of public service and commercial vehicles;
- (v) the operation of motor vehicles owned or operated by clubs, societies or in partnership;
- (w) rules adapted to assure the safety of persons lawfully using the highway;
- (x) rules adapted to insure the carrying out of the intention of this Act.

[1936, c. 91, s. 8; 1938, c. 69, s. 3; 1941, c. 86, s. 3; 1942, c. 60, s. 2.]

13. The Board may appoint such inspectors and traffic officers as are deemed necessary for the purpose of aiding and traffic officers in the enforcement of this Act. [1936, c. 91, s. 11.]

Prescription
of routes
for public
service
vehicles

14. The Board may prescribe a route as the only route over which a public service vehicle may be operated between specified points and include in any route so prescribed any highway in any city, town or village, and may prescribe or limit or restrict the service to be furnished by the vehicle at any specified point or between any specified points upon any route so prescribed.

[1936, c. 91, s. 12.]

Returns by
certificate
holders

15. The Board may require the filing of returns, reports and other data by holders of certificates and permits and regulate and supervise such persons in all matters affecting the relationship between them and the public.

[1936, c. 91, s. 13.]

Use of
municipal
halls for
sessions of
Board

16. Where sittings of the Board or of any member thereof are appointed to be held in a city, town or village in which there is a hall belonging to the corporation, the council shall upon request allow the sittings to be held in the hall.

[1936, c. 91, s. 14.]

Issue of Certificates.

Applications
for certi-
ficates

17.—(1) Application for a certificate shall be made to the Board in such form and in such manner as the Board may require and shall be accompanied by the prescribed fee.

*The Vehicles
and High-
way Traffic
Act*

(2) Any person may, before securing a license under *The Vehicles and Highway Traffic Act*, make application for a certificate, but before a certificate is issued the Board shall require such person to produce his motor vehicle license.

[1936, c. 91, s. 15.]

Prerequisites
for issuance
of certi-
ficates

18.—(1) No certificate for a public service vehicle shall be issued unless the applicant has filed with the Board evidence satisfactory to it that the applicant has complied with the provisions of *The Workmen's Compensation Act*.

(2) No certificate for a public service vehicle shall be issued unless the applicant has filed with the Board such of the following insurance policies as may be required by the Board,—

- (a) a motor vehicle liability policy to provide for any loss or damage resulting from bodily injury to or the death of any person being carried in or upon, or entering or getting onto, or alighting from a motor vehicle, having due regard to the number

of passengers, and for loss or damage to personal property or passengers carried in or upon the motor vehicle;

- (b) a motor vehicle liability policy to provide for any loss or damage resulting from bodily injury to or the death of any person other than those mentioned in the immediately preceding paragraph;
- (c) a policy of inland transportation insurance against loss of or damage to goods, wares or merchandise or property of any kind in transit or in the custody of the transporter;
- (d) a motor vehicle liability policy to provide for any loss or damage to any property other than that mentioned in paragraphs (a) and (c);
- (e) a policy of guarantee insurance covering the payment to the consignor of all sums collected by the transporter on behalf of the consignor, and the payment of all fees or charges under this Act, and for the faithful performance of all conditions contained or referred to in the certificate issued under this Act.

(3) Any consignor who is entitled to recover from a transporter any sum the payment whereof is guaranteed by virtue of any policy of guarantee insurance referred to in subsection (2) shall, notwithstanding that he is not a party to the policy, be entitled to recover the sum from the guarantor party to the policy and for that purpose to bring and maintain against the guarantor an action in any court of competent civil jurisdiction in the Province and to obtain judgment thereon, and the right of any consignor to recover any such sum or to bring and maintain any such action shall not be prejudiced by reason of any,—

- (a) assignment, waiver, surrender, cancellation or discharge of the policy, or of any interest therein, made by the transporter after the happening of the event giving rise to a claim under the policy; and
- (b) violation of *The Criminal Code* or of any law or statute of any province, state or country, by the transporter or his employers or agents.

[1936, c. 91, s. 16; 1938, c. 69, s. 6; 1942, c. 60, s. 3.]

Public
hearings for
application

19. The Board shall conduct public hearings of all applications for public service vehicle certificates and shall give such notice of any hearing as the Board deems proper and reasonable, and may appoint or direct any person to make an inquiry and report on any application, complaint or dispute before the Board, or upon any matter or thing over which the Board has jurisdiction. [1938, c. 69, s. 7.]

Issuance of
certificate
for public
service
vehicle for
certain cir-
cumstances

20. If the Board finds that the existing facilities for transportation are insufficient or that public business or public convenience will be promoted by the establishment or continuance from year to year of the proposed transportation service, or a part thereof, the Board may upon payment of the prescribed fee grant a certificate to the applicant allowing the operation of public service vehicles on the route or routes determined by it and set out in the certificate. [1936, c. 91, s. 18.]

Contents of
public
service
vehicle
certificates

21. A public service vehicle certificate shall state the maximum number of passengers or tonnage and the nature of live stock, liquids, goods and merchandise which each vehicle may carry, and no such vehicle shall at any time carry more passengers or a greater tonnage than the number or tonnage specified in the certificate, or any kind of live stock, liquids, goods or merchandise other than as stated thereon except under the authority of a special certificate issued by the Board. [1936, c. 91, s. 19.]

No exclusive
rights con-
ferred by
public
service
vehicle
certificate

22. No public service vehicle certificate shall be deemed to confer exclusive rights upon any person or to preclude the Board from granting a certificate for the operation of a vehicle on any public highway or portion of a public highway where it appears to the Board necessary to grant a further certificate to enable passengers or property to be carried to any terminus from areas or termini other than those named in the first mentioned certificate. [1936, c. 91, s. 20.]

Finality
of Board's
decisions

23. The Board's decision shall be final but if new evidence is submitted to it within thirty days of its decision the Board may rehear the case or may review, rescind, change, alter or vary any decision or order made by it. [1936, c. 91, s. 21.]

Suspension, Cancellation, Renewal and Transfer of Certificates.

24.—(1) The Board may for cause suspend and, after at least ten days' notice to the holder of a certificate granting to him an opportunity to be heard, revoke, alter or amend the certificate. Suspension,
etc., of
certificate

(2) If in the opinion of the Board the holder of a public service vehicle certificate has not given convenient, efficient and sufficient service, the Board shall allow him reasonable time, not less than ten days, to provide such service before cancelling or revoking his certificate or granting a certificate to some other owner for the operation over the same route.

(3) The Board may in its discretion suspend either for a specified period or indefinitely or may cancel any certificate and any special permit issued pursuant to any of the provisions of this Act upon being satisfied that the person to whom the certificate or permit has been issued, either by himself or by his agents or employees has contravened any of the provisions of *The Fuel Oil Licensing Act* or of any regulations made pursuant to that Act.

[1936, c. 91, s. 22; 1939, c. 73, s. 3.]

25. Unless exercised within a period of thirty days from the issuance thereof or within such further period as the Board may on application allow, the authority conferred by a public service vehicle certificate shall cease and terminate and the certificate shall be deemed to be cancelled. Non-user
of public
service
vehicle cer-
tificate and
cancellation
thereof

[1936, c. 91, s. 23.]

26.—(1) Prior to the first day of February in each year or such later date as the Board may allow, every person who holds a public service vehicle certificate shall make application to the Board for renewal thereof, which application shall be accompanied by the prescribed fee. Renewal
of public
service
vehicle
certificates

(2) The Board may, if satisfied with the service rendered by the applicant, issue a renewal certificate, and the renewal certificate may be granted without the necessity of a public hearing as required under section 19; if renewal is refused the applicant shall not operate a public service vehicle after the expiration of the certificate which he then holds.

[1936, c. 91, s. 24; 1938, c. 69, s. 8.]

Sale, assign-
ment, etc.,
of certifi-
cates and
permits

27.—(1) No certificate or permit or right or privilege thereunder shall be capitalized, sold, assigned, leased or transferred except with the previous written approval of the Board.

(2) When the holder of a public service vehicle certificate sells, transfers or assigns his business rights and assets he may, with the approval of the Board, transfer the certificate to the purchaser, which approval shall be indorsed on the certificate, and the certificate so indorsed shall be as effective as if originally issued to the purchaser; and where, by reason of the purchase, there is a consolidation of certificates and where, in the opinion of the Board, a through service will be beneficial to the public, the Board may authorize such service. [1936, c. 91, s. 25.]

Special Permits.

Permits for
special trip
for public
service
vehicle

28.—(1) An owner of a public service vehicle desiring to operate the vehicle for a single trip outside the limits of the route or area covered by his certificate for the conveyance of passengers, live stock, liquids, goods, merchandise or other material may do so upon obtaining from the Board a permit and paying the prescribed fee.

Non-resident
operators

(2) A non-resident who has complied with the law of his place of residence as to the registration of motor vehicles and who desires to operate a motor vehicle or trailer for a single trip for the conveyance of passengers, live stock, liquids, goods, merchandise or other material may do so upon obtaining from the Board a permit and paying such fee as may be determined by the Board.

Emergency
trips

(3) Notwithstanding anything contained in this Act, the holder of a public service vehicle certificate or his employee may make an emergency trip whether or not the trip is over a route or part of a route or within an area covered by his certificate, and if a permit cannot be obtained before the trip is commenced, he shall deliver or mail notice thereof to the Board within twenty-four hours after the completion of the trip, and shall, upon demand, pay to the Board the prescribed fee; in case the trip is covered by a certificate held by another person the authority conferred by the foregoing provision shall not be exercised unless the holder of the certificate will not undertake the trip. [1936, c. 91, s. 26.]

Prohibitions.

29.—(1) No driver or operator of any vehicle used for passenger transportation on a specified route shall refuse to carry any person offering himself at a regular stopping place for carriage and who tenders the regular fare to any regular stopping place on the route of the vehicle or between the termini thereof unless at the time of the offer the seats of the vehicle are fully occupied, but the driver or operator may refuse transportation to any person who is in an intoxicated condition or is conducting himself in a boisterous or disorderly manner or using profane or obscene language.

Duty of driver or operator of vehicle used for passenger transportation—
as to carriage of passengers

(2) No driver or operator of a public service vehicle shall refuse to carry the commodities stated in the owner's certificate if the same are offered in proper condition unless at the time of the offer the vehicle is loaded to capacity or owing to climatic conditions the property is liable to perish in transit.

as to carriage of goods

[1936, c. 91, s. 28.]

30.—(1) No driver or operator of a public service vehicle used for passenger traffic shall allow passengers to ride on the running board, fenders or any part of the vehicle other than the seats thereof.

(2) No driver or operator of a public service vehicle used for passenger traffic shall transport a greater number of passengers than the seats of the vehicle are designed to carry; this subsection shall not apply to buses operated solely within the limits of a city.

Prohibited practices

(3) No passenger shall be allowed to sit on the front seat to the left of the driver of a left-hand drive vehicle or to the right of the driver of a right-hand drive vehicle.

(4) No person who for the time being has the control of or is in charge of a public service vehicle used for passenger traffic shall allow any person other than a duly licensed chauffeur to operate the vehicle except in cases of emergency when the moving of the vehicle is necessary for the safety of the vehicle or the public.

[1936, c. 91, s. 29; 1939, c. 73, s. 4.]

31. Except with the permission of the Board, no person shall carry or permit to be carried upon any truck which is operated as a public service or commercial vehicle, except in cases of emergency, any passenger save and except

Trucks prohibited from carrying passengers

Carriage of
baggage on
vehicle
used for
passenger
trans-
portation

only employees of the owner of the truck whose services are required for the loading or unloading thereof, and members of the family of the owner and the owners or employees of the owner of any live stock being transported by means of the truck. [1938, c. 69, s. 10.]

Use of
trailers with
vehicles
used for
passenger
trans-
portation

32. No public service vehicle used for the carriage of passengers shall carry or transport any luggage, baggage, package, trunk, crate or other load which extends beyond the running board of the vehicle. [1936, c. 91, s. 31.]

33. Except when specially authorized by the Board, public service vehicles used for the transportation of passengers shall not be operated or driven with any trailer attached thereto. [1936, c. 91, s. 32.]

Equipment and Safety Precautions.

Safety and
sanitation

34. Every public service vehicle shall be maintained in a safe and sanitary condition and shall be at all times subject to the inspection of the Board or its duly authorized representatives or a police officer or police constable. [1936, c. 91, s. 33.]

Fire ex-
tinguishers

35. Every public service vehicle, except any public service vehicle trailer or except any public service vehicle or any class or classes of public service vehicles which may be exempted by the Board, shall be equipped with a liquid fire extinguisher of a design or type approved by the Board, and such extinguisher shall at all times be kept in a satisfactory operative condition. [1943, c. 35, s. 1.]

Interior
lighting

36. Every closed public service vehicle used for the transportation of passengers shall maintain a light or lights of not less than two candle power each within the vehicle so arranged as to light up the whole of the interior. [1936, c. 91, s. 35.]

Speedometer

37. Every public service vehicle or commercial vehicle except a trailer or semi-trailer shall be equipped with a standard speedometer which shall be maintained in good working order. [1936, c. 91, s. 36.]

Spare tire
equipment

38.—(1) Every public service vehicle, except any public service vehicle or except any class or classes of public service vehicles which may be exempted by the Board, shall be equipped with at least one extra serviceable tire

and the equipment necessary for changing and inflating tires.

(2) Every public service vehicle when being operated on an earth road shall be equipped with tire chains.

[1943, c. 35, s. 2.]

39.—(1) The Board may issue distinctive number plates to be displayed on the front and rear of public service and commercial vehicles except trailers, and in the case of a trailer may issue a distinctive number plate which shall be displayed on the rear thereof. Number plates for vehicles and trailers

(2) If the number plate or plates or one of the number plates is lost or destroyed the owner shall forthwith apply to the Board for a new plate or a new set of plates, returning the remaining plate, if any, and accompanying his application with an affidavit that the original plate or plates or one of them has been lost or destroyed, and he shall, upon payment of the prescribed fee, receive a new plate or plates.

(3) Upon the issuance of a license for a public service vehicle, the Board shall issue to the person licensed in respect thereof, one plate designating the gross carrying capacity of the vehicle, and the plate shall at all times be displayed on the left side of the vehicle in such position as may be designated by the Board.

[1936, c. 91, s. 38; 1938, c. 69, s. 11.]

40. No person shall be licensed as the driver of any public service or commercial vehicle unless he has satisfied the Board that he is physically fit, and the Board may from time to time require any person who has been so licensed to submit to it evidence as to his physical condition. Drivers' licenses

[1936, c. 91, s. 39.]

41.—(1) No driver of a public service or commercial vehicle shall drink intoxicating liquor while on duty. Use of intoxicants by driver

(2) No driver of a public service vehicle shall smoke tobacco in any form or manner whilst driving a public service vehicle in which passengers are being carried. Smoking by driver of public service vehicle

[1936, c. 91, s. 40.]

42. The driver of a public service or commercial vehicle, on approaching a level railway crossing, shall bring his vehicle to a stop at a distance of not less than fifteen feet, Stopping at rail crossings

and not more than fifty feet from the nearest rail before traversing the crossing, and shall not proceed until he is satisfied that it is safe to do so. [1936, c. 91, s. 41.]

Fees.

Board may
prescribe
fees

43.—(1) The Board may, with the approval of the Lieutenant Governor in Council, from time to time by order prescribe the fees and other sums payable to the Board pursuant to any of the provisions of this Act.

(2) Every such order shall be published in *The Alberta Gazette*, and shall take effect upon the date of the publication or at such later date as may be named therein for that purpose. [1939, c. 73, s. 5.]

Basis for
fees

44.—(1) The fees payable in respect of any certificate or permit may be based upon or fixed by reference to all or some or any of the matters following, namely,—

- (a) the gross receipts from the operation of a public service vehicle or a commercial vehicle during the period for which the certificate or permit is issued;
- (b) the passenger carrying capacity of a public service vehicle;
- (c) the express freight carrying capacity of a public service vehicle;
- (d) the mileage of any public service vehicle during the period for which the certificate or permit is issued;
- (e) the carrying capacity of any commercial vehicle;
- (f) the mileage of any commercial vehicle during the period for which the certificate or permit is issued; and
- (g) any other circumstance, matter or thing.

(2) Vehicles of the same general class may be sub-classified having regard to the class of roads or different classes of roads over which the same are to be operated, and different fees may be fixed for different subclasses of such vehicles. [1936, c. 91, s. 43.]

Powers of
Board on
failure to
pay fees, etc.

45. Upon failure to pay any fee, charge or percentage of gross earnings imposed by or under the authority of this Act, the Board may in its discretion make a claim under the policy referred to in paragraph (c) of subsection (2)

of section 18 or revoke the certificate issued to the person in default.

[1936, c. 91, s. 44.]

46. Notwithstanding anything contained in this or any other Act, any fee or charge payable under this Act or the regulations hereunder may be recovered within a period of three years from the date of default in payment.

[1936, c. 91, s. 45.]

47. All fees and other moneys collected under this Act shall be deposited in the General Revenue Fund.

[1936, c. 91, s. 46.]

Deposit of
fees, etc.,
in General
Revenue
Fund

General Provisions.

48. The expenses of the Board shall be paid out of such sums as may be appropriated by the Legislature for the purpose.

[1936, c. 91, s. 47.]

Expenses
of Board

49.—(1) All vehicles while in operation on chartered trips shall have exposed on the front thereof a sign marked "chartered" and, unless the trip is undertaken under the authority of subsection (3) of section 28, the driver shall have the permit in his possession and shall produce it on demand.

Signs, etc.,
upon
vehicles

(2) A truck operated as a public service vehicle shall have painted on each side in legible letters the owner's name and if operated on a specified route, the terminal points thereof.

(3) In or on each public service vehicle and on the premises of the owner there shall be prominently displayed the schedule of times and tolls or rates approved by the Board.

(4) The sign and particulars referred to in subsections (1) and (2) shall at all times be kept well painted, clean and legible.

[1936, c. 91, s. 48.]

50.—(1) Every person owning or operating a public service vehicle for the transportation of freight shall use the form of bill of lading prescribed by the Board; such bill of lading shall accompany each shipment.

Prescribed
bill of lading

(2) Every person owning or operating a public service vehicle for the transportation of express freight over a specified route shall use the form of express receipt prescribed by the Board, and the express receipt shall accompany each shipment.

Prescribed
express
receipt

Passenger tickets	(3) Every person owning or operating a public service vehicle for the transportation of passengers over a specified route shall use only tickets approved by the Board.
Exemptions	(4) The Board may exempt from the requirements of subsections (1) and (2) the owner or operator of any vehicle used exclusively for the conveyance of farm or dairy products or live stock and, if deemed advisable, the owner or operator of any other vehicle used in any other class of operation. [1936, c. 91, s. 49.]
Operation of public service vehicles over prescribed route	51. Every holder of a certificate issued under this Act who operates a public service vehicle over a specified route or routes shall, in so far as road conditions permit, operate in accordance with the approved schedule of arrival and departure from each point. [1936, c. 91, s. 50.]
Maintenance of service by holder of public service vehicle certificate	52.—(1) No holder of a public service vehicle certificate shall without the authority of the Board, abandon or discontinue any service established thereunder except as provided in subsection (3) or in the regulations. (2) Subject to the provisions of subsection (1), if the holder of a certificate abandons or discontinues in whole or in part any service established by virtue thereof without the authority of the Board, the certificate may be cancelled by the Board.
Powers of Board	(3) The Board may, at any time, or from time to time, on the request of the Minister,— (a) close any part of any highway to any class or classes of traffic; (b) limit or restrict the load to be transported over any part of any highway; and (c) limit or restrict the speed of any class or classes of motor vehicles on any part of any highway. [1936, c. 91, s. 51; 1941, c. 86, s. 6; 1942, c. 60, s. 4.]
Licenses of drivers	53. No holder of a certificate shall employ any driver or operator who is not in possession of a chauffeur's license as required by <i>The Vehicles and Highway Traffic Act</i> . [1936, c. 91, s. 52.]
Reports as to dismissal of drivers	54. Every owner of a public service vehicle who dismisses a driver or operator shall report the dismissal to the Board forthwith giving the reason therefor. [1936, c. 91, s. 53.]

55.—(1) Every owner of a public service vehicle operated over a specified route or within a stated area shall keep an accurate account of his business, and his books, accounts and all other records shall at all times during business hours be open to inspection of the Board or its appointed representative.

Records by owners of public service vehicles

(2) Every owner of a public service vehicle operated over a specified route or within a stated area shall on demand file with the Board a sworn statement on a form prescribed by the Board containing such information as it may require respecting the operations of the owner.

[1936, c. 91, s. 54.]

56. Subsection (1) of section 18 and sections 36 and 57 shall not apply to the owner of a public service vehicle whose principal business, in the opinion of the Board, is the operation of a taxi or dray service within the limits of a city, town or village.

Non-application of certain provisions in certain cases

[1936, c. 91, s. 55; 1938, c. 69, s. 12.]

57. Every owner shall within forty-eight hours report to the Board in full detail any accident causing the death of any person or injury to any person or property, other than that of the owner, arising from and in connection with his operations, and the Board, if it deems necessary, may hold an investigation.

Reports of accidents causing death or personal injury

[1936, c. 91, s. 56.]

58. No person shall permit the use of his certificate or number plates on any motor vehicle other than that for which they were issued.

Restriction of use of certificate and plates

[1936, c. 91, s. 57.]

59. No person shall deface or alter any certificate, number plate or schedule of times, tolls or rates.

Defacement of certificates, etc.

[1936, c. 91, s. 58.]

60.—(1) Any inspector, traffic officer, peace officer or constable may, without warrant, seize any motor vehicle, trailer or semi-trailer which, in his opinion, is being operated in violation of this Act or the regulations or orders made hereunder, and may retain the same in his custody until the proper fees and charges are paid, or in case any information is laid within seven days of the date of the seizure, until the case is judicially disposed of.

Seizure of vehicles operated in violation of this Act

(2) Any person who by himself, or by an agent or employee, operates a motor vehicle for compensation without having a certificate issued by the Board authorizing him so

Operation of motor vehicle for compensation without a certificate an offence

to do, shall be guilty of an offence and liable on summary conviction for a first offence to a penalty of not less than ten dollars and costs; for a second offence to a penalty of not less than twenty-five dollars and costs; and for a third offence to a penalty of not less than fifty dollars and costs in addition to the impounding of the vehicle for a period of not less than ninety days. [1941, c. 86, s. 7.]

Municipal
powers of
taxation

61.—(1) No city, town, village, municipal district or improvement district shall impose any fee or charge in respect of a public service vehicle upon any person who holds a public service vehicle certificate under this Act except a business tax in cases where the certificate holder maintains an office, or a property tax in the case of a city which is authorized to impose such a tax.

(2) Subsection (1) shall not apply to a certificate holder the major portion of whose revenue is secured from the operation of a taxi or dray service within the limits of a city, town or village. [1936, c. 91, s. 60.]

Inter-
provincial
operators
of public
service
vehicles

62. Where an owner desires to operate a public service vehicle interprovincially, the Board may in lieu of the policies required under the provisions of this Act accept those who have been deposited with the officials of another province and shall, before issuing a certificate, take up all matters pertaining to such interprovincial operation with the officials of the province concerned. [1936, c. 91, s. 61.]

Publication
of regula-
tions

63. All regulations made under this Act shall be published in *The Alberta Gazette* and shall take effect upon the date of publication unless some other date is specified in the regulations. [1936, c. 91, s. 62.]

Statements
for Legis-
lature

64. The Board shall submit annually to the Legislative Assembly a statement of the number of certificates and permits issued under the provisions of this Act during the previous year and the total revenue collected.

[1936, c. 91, s. 63.]

Operation of
vehicle in
prejudice of
rights under
certificate
or permit
an offence;

65.—(1) Where a certificate or permit confers the right to operate a vehicle over a public highway or any portion thereof or within a stated area, every person who operates a vehicle on the public highway or within the stated area in such manner as to prejudice the rights granted by the certificate or permit shall be guilty of an offence and liable

on summary conviction in case of a first offence to a fine ^{penalty} of not less than twenty-five dollars nor more than one hundred dollars or to imprisonment for not more than six months and, in case of a subsequent offence, to a fine of not less than fifty dollars nor more than two hundred and fifty dollars or to imprisonment for not more than two years or to both fine and imprisonment.

(2) Every person who violates any of the provisions of this Act or the regulations or orders made hereunder for which no other penalty is provided shall be guilty of an offence and liable on summary conviction for a first offence to a fine of not more than ten dollars; for a second offence to a fine of not less than twenty dollars and not exceeding thirty-five dollars; for a third offence to a fine of not less than thirty-five dollars and not exceeding fifty dollars; and for every subsequent offence to a fine of not less than fifty dollars, and in default of payment to imprisonment for a period not exceeding three years. ^{General penalty clause}

(3) The owner of a public service vehicle or a commercial vehicle for which a certificate has been issued under the provisions of this Act, shall be liable for a violation of any of the provisions thereof or of the regulations made hereunder in connection with the operation of the public service vehicle or commercial vehicle unless the owner proves to the satisfaction of the justice of the peace or police magistrate trying the case that at the time of the offence the public service vehicle or commercial vehicle was not being driven by him nor by any other person with his consent, express or implied. ^{Liability of owner unless proof given}

[1936, c. 91, s. 64; 1938, c. 69, s. 13; 1941, c. 86, s. 8; 1943, c. 35, s. 3.]

66.—(1) No person shall carry on the business of a liveryman until he has applied for and received from the Board a liveryman's license, which may be issued upon payment of such fees and compliance with such other conditions as may be prescribed by the Board, including a condition that all vehicles used by the liveryman in his business shall be insured by an insurance of such amount and covering such risks as the Board may prescribe. ^{Liveryman's license}

(2) The license of any liveryman who fails to keep his vehicles insured as is required by the previous subsection,

or to comply with any other conditions prescribed by the Board, may be cancelled or suspended for such time as may seem proper to the Board. [1938, c. 69, s. 14.]

Mayor

67.—(1) In this section “mayor” includes any person for the time being authorized by the mayor in writing to discharge any of the powers and duties conferred upon him by this section.

Liverymen carrying on business in cities and towns

(2) No liveryman who carries on business as such in any city or town shall employ any person as a chauffeur of a passenger vehicle unless such person is the holder of a permit in writing authorizing him to act as a chauffeur as aforesaid, issued by the mayor of the city or town, as the case may be; and the issuing of the permit shall be in the discretion of the mayor.

Employee to hold permit

Cancellation of permit

(3) The mayor may cancel any permit issued by him pursuant to this section at any time.

List of chauffeurs

(4) Every liveryman who carries on business as such in any city or town shall, not later than the third day of each month, deliver to the mayor of the city or town a list of all chauffeurs employed by him in the driving of his passenger vehicles.

Employment in breach of section an offence;

(5) Every liveryman who carries on business as such in any city or town, who employs any person as the chauffeur of a passenger vehicle who is not the holder of a valid and subsisting permit issued pursuant to this section, or who continues to employ any person as the chauffeur of a passenger vehicle after being notified that such person's permit has been cancelled, shall be guilty of an offence and liable on summary conviction to a fine of not less than twenty dollars nor more than one hundred dollars and costs, and in default of payment to imprisonment for a period of not more than six months.

penalty

Necessity for liveryman's license

(6) Any person who carries on business as a liveryman without a valid and subsisting liveryman's license under this Act shall be guilty of an offence and liable on summary conviction to a fine of not less than twenty dollars, nor more than one hundred dollars and costs, and in default of payment to imprisonment for a period of not more than six months.

[1938, c. 69, s. 14.]

RULES AND REGULATIONS

By virtue of the powers vested in the Highway Traffic Board under the provisions of The Public Service Vehicles Act, being Chapter 276 of the Revised Statutes of Alberta, 1942, and amendments thereto, and by virtue of the powers vested in the Minister of Public Works under the provisions of Section 76 of The Vehicles and Highway Traffic Act, being Chapter 275 of the Revised Statutes of Alberta, 1942, and hereby delegated to The Highway Traffic Board, The Highway Traffic Board orders that the following Regulations, be, and are hereby effective from September 15, 1943.

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1. GENERAL.

Interpretations.

1.1. In these Regulations, unless the context otherwise requires,—

1.1.1. "Board" means The Highway Traffic Board constituted under The Public Service Vehicles Act.

1.1.2. "Balloon Tires" and "High Pressure Tires" means tires inflated with compressed air and shall have respectively the meaning customarily assigned to such kinds of tires by the manufacturers of tires.

1.1.3. "Bridge" is a structure sixteen feet or over in length, carrying roadways, waterways or railways across streams, valleys or other roads or railways, leaving a passageway below.

1.1.4. "Bus" means any Public Service Vehicle constructed and used for the purpose of transporting passengers and passenger express over a regular route between fixed termini and at regular intervals.

1.1.5. "Driver" means any person driving any Public Service Vehicle or Commercial Vehicle on the highway, or who has the care or control of such vehicle on a highway.

1.1.6. "Dual Wheel" means a wheel which is equipped with two tires of the same type, size and width, inflated, in the case of pneumatic tires, to substantially the same pressure, which transmit substantially an equal share of the total weight on the wheel to the highway.

1.1.7. "Explosive" means gun-powder, blasting powder, nitro-glycerine, gun-cotton, dynamite, blasting gelatin, gelignite, fulminate of mercury or other metals, coloured fires and every other substance whether chemical compound or mechanical mixture, used or manufactured with a view to producing a violent effect by explosion, or a pyrotechnic effect, and includes fire-works, fuses, rockets, percussion caps, fog and other signals, and every other adaption or preparation of an explosive as above defined.

1.1.8. "Freight" means any property, goods, live stock or merchandise offered for transportation, the acceptance of which is provided for in these Regulations.

1.1.9. "Gross Weight" means the combined weight of the vehicle, cab, box, rack or tank (as the case may be), plus the manufacturer's rated carrying capacity of the truck.

NOTE: Whenever the manufacturer's rated carrying capacity of a Public Service or Commercial Vehicle is described as ranging from a minimum to a maximum capacity, such as, for example; from a one to a one and one-half ton vehicle, the method of arriving at the capacity on which the fees shall be assessed is as follows:

The sum of the minimum capacity plus the maximum capacity divided by two, i.e.,

$$\frac{2000 + 3000}{2} = 2500 \text{ lbs.}$$

In the case of semi-trailer trucks, the gross weight shall be obtained by the addition of the total weight of the unit when empty, plus one and one-half times the manufacturer's rated carrying capacity.

1.1.10. "Officer" means any police officer, police constable, constable or other person employed for the preservation and maintenance of the public peace, or any officer appointed for enforcing or carrying out the provisions of The Vehicles and

Highway Traffic Act, The Public Service Vehicles Act, or any part thereof.

1.1.11. "Livery or Taxi-cab" shall mean a Public Service Vehicle used for the transportation of passengers in respect of which there is a holding out to the public on the part of the owner to carry any passenger or party of passengers when so requested, to a stated destination, whether by contract or otherwise, but which is operated only as required, and not at regular intervals or in accordance with a set time schedule or over a specified route.

1.1.12. "Main Highways" and "Secondary Highways" means and includes those highways defined in Sections 7 and 9 of The Public Highways Act, 1929.

1.1.13. "Maximum Weight" means the combined weight of the vehicle and the heaviest load which may be carried in accordance with the tire equipment on the vehicle and as provided for in these Regulations.

1.1.14. "Pneumatic Tire" means any tire inflated with compressed air.

1.1.15. "Route" means the highway over which any Public Service Vehicle operates in travelling between two stated termini and serving any intermediate points.

1.1.16. "Single Wheel" means a wheel which is equipped with one tire.

1.1.17. "Solid Tire" means any tire made of elastic rubber which is not inflated with compressed air.

1.1.18. "Tire Size" or "Size of Tire" means the size of the tire as customarily measured and rated by the manufacturers of motor vehicles or tires.

1.1.19. "Vehicle" shall include motor vehicle, trailer, semi-trailer, traction engine, and any vehicle drawn, propelled or driven by any kind of power, including muscular power, but not including the cars of electric or steam railways running upon rails.

The expressions defined in the interpretation section of The Public Service Vehicles Act, Chapter 276 of the Revised Statutes of Alberta, 1942, shall when used in these Regulations have the same respective meanings as in the said Act.

Classification of Licenses.

1.2.1. All vehicles registered with the Highway Traffic Board under the provisions of The Vehicles and Highway Traffic Act,

shall be classified either as Public Service or Commercial Vehicles in accordance with the provisions of The Public Service Vehicles Act and shall be issued certificates and plates in accordance with the following subdivisions and for the purposes set out therein.

Plate.

“C”—Public Service and Commercial Vehicles operated solely within the incorporated boundaries of a city, also Public Service and Commercial Vehicles operated solely within the incorporated boundaries of a town or village and within an area having a radius of five miles therefrom. When any truck carries both a “C” and “E” plate, operation will be allowed beyond the boundaries of a city or beyond a five-mile radius from the town or village, for the purposes of conveying grain and/or coal, such coal, however, to be for delivery to rural residents only.

“U”—Public Service and Commercial Vehicles used for the transportation of freight within the incorporated boundaries of a city and within an area having a radius of five miles therefrom.

“S.V.”—Public Service and Commercial Vehicles used as school vans and solely for the purpose of conveying school children to and from school.

“E”—Public Service Vehicles used for the purpose of transporting grain and/or sugar beets for compensation and may be issued to those who have previously registered their truck during the existing fiscal year and secured a class “F”, “C” or “X” certificate. In the cases of previous registration for the existing year under class “F”, an extension may be allowed at the discretion of the Highway Traffic Board to cover the transportation of coal to rural communities only.

“Bus”—Public Service Vehicles used for the transportation of passengers and operated either over a regular route or between stated termini and at stated intervals.

“L”—Public Service Vehicles licensed and operated as livery and taxicabs.

“D.U.”—A motor vehicle kept by a person, firm or corporation for the purpose of being rented without a driver.

“G”—Commercial Vehicles owned and operated by the Federal Government, Provincial Government and municipal and school districts, with the exception of those classified as “C” or “S.V.”

“X”—Commercial Vehicles for personal use only and not operated in connection with any line of business and Commercial Vehicles which have been exempted by Act or by Regulation of the Board from the payment of the regular fees set for the issue of Commercial Vehicle Certificates.

“F”—Commercial Vehicles owned and operated by farmers, ranchers and market gardeners and used solely in connection with their own farm, ranch or market garden operations, but not in connection with any other line of business in which the owner may be engaged.

“P.S.V.”—All Public Service Vehicles not included in any of the above classifications.

“C.V.”—All Commercial Vehicles not included under any of the above classifications.

In the case of any dispute in regard to classification under which a truck is registered, the ruling of the Board shall be final.

Registration.

1.3.1. All Public Service and Commercial Vehicles shall be registered with the Highway Traffic Board in accordance with the terms of The Vehicles and Highway Traffic Act, and the owner shall pay the registration fee as prescribed by the Lieutenant Governor in Council.

Applications.

1.4.1. Applications for certificates shall be made on the forms prescribed for that purpose by the Board, and if the Board so demands, each application shall be accompanied by a map or diagram clearly indicating the route or area for which a certificate is required.

1.4.2. When any operator making application for a Public Service Vehicle or Commercial Vehicle License is found to have made a false statement when submitting his application, he shall be required, upon discovery, to pay any additional fees which should have been originally paid at the time of application, and upon failure to do so, the Board shall have the power to suspend or cancel his license.

Certificates.

1.5.1. The certificates issued by the Board shall be on the forms prescribed for that purpose and shall comply with the provisions of The Vehicles and Highway Traffic Act and The

Public Service Vehicles Act. Certificates shall be framed and adequately protected from injury and defacement and shall be displayed in a conspicuous place in the cab of the vehicle.

1.5.2. Such motor vehicles only shall be operated in respect of which individual certificates have been issued.

1.5.3. Supplementary certificates may be issued for additional vehicles as required and such certificates shall be valid from date of issue until the expiration date of the original certificate.

1.5.4. Unless it is therein specifically provided to the contrary, all certificates shall expire on the 31st day of March following the date of issue.

1.5.5. Public Service Vehicle certificates may, at the discretion of the Board, confine the operator to operations within a certain district or over a specified route, and to the carriage of certain specified commodities only.

Breakdown of Vehicle.

1.6.1. In the case of accident to or breakdown of a Public Service Vehicle, the operator shall make immediate arrangements so that the passengers or freight may be transported to destination without additional charge, and with as little delay as possible.

Substitution of Vehicles.

1.7.1. When any Public Service or Commercial Vehicle becomes temporarily disabled, arrangements may be made for substituting such equipment as may be necessary in order that a proper schedule may be maintained. If this temporary substitution of equipment is required in excess of seven days, the Board shall be notified of such substitution and shall have the right to make any order deemed necessary under such conditions.

Dimensions of Vehicles.

1.8.1. It shall be illegal for any person to drive without permission of the Board upon any public highway, any vehicle which with the load carried thereon exceeds ninety-six (96) inches in width or one hundred and fifty (150) inches in height from the pavement or road surface; or any vehicle exceeding the length of thirty-three (33) feet, or any combination of vehicles coupled together exceeding fifty (50) feet in length.

1.8.2. The above Regulation, in so far as it applies to width, shall not apply to road construction or road maintenance equip-

ment, threshing machines, implements of farm husbandry, providing, however, that in such cases the operator shall assume full responsibility for accidents or damages caused to any highway or bridge and further providing that where the width is in excess of eight (8) feet, there shall be conspicuously displayed, at extreme edges, flags during daylight hours and lights at other times.

1.8.3. Exemptions shall also be allowed in case of loads of loose fodder, but in such cases the width shall not exceed ten (10) feet.

Clearance Lamps.

1.9.1. Every Public Service Vehicle or Commercial Vehicle having a width, including the load thereon, in excess of eighty (80) inches at any part, shall carry four clearance lamps in a conspicuous position as near the top as practicable one on each side of the front which shall case a green light only, and one on each side of the rear which shall cast a red light only. The lights so used shall be visible in normal atmospheric conditions from a distance of at least five hundred (500) feet and during the period between sunset and sunrise or at any time when the atmospheric conditions are such that objects on the public highway are not plainly visible at a distance of three hundred (300) feet, the said clearance lamps shall be alight.

1.9.2. No lights casting a red glow shall be displayed on the front of any Public Service or Commercial Vehicle.

Flares.

1.10.1. Flares, lamps, lanterns or fusees which are capable of being visible under normal atmospheric conditions from a distance of at least five hundred (500) feet, shall be carried at all times by all Public Service or Commercial Vehicles, excepting trucks which have been converted from passenger cars.

1.10.2. When, at any time during the period between one hour after sunset, and one hour before sunrise, a Public Service Vehicle or Commercial Vehicle becomes stationary for any reason whatsoever upon any highway outside the boundaries of a city, town or village; and

(a) The lighting equipment required by The Public Service Vehicles Act and/or The Vehicles and Highway Traffic Act is disabled, the driver or other person in charge of such vehicle, shall immediately cause two such flares, lamps, lanterns or fusees to be lighted and placed on the highway, one at a distance of

approximately one hundred (100) feet in front of the vehicle and the other at a distance of approximately one hundred (100) feet at the rear of the vehicle.

(b) The lighting equipment is not disabled, the driver or other person in charge of such vehicle shall after a period not exceeding ten (10) minutes, proceed to set out flares, lamps, lanterns or fusees as provided for above.

1.10.3. Section 1.10.1. shall not apply to Commercial Vehicles certificated for farm operations unless such vehicles are being operated between one hour after sunset and one hour before sunrise.

1.10.4. Whenever an officer of the R.C.M.P. or any inspector of the Highway Traffic Board shall find a vehicle upon any highway in violation of **Section 1.10.1.**, he may move such vehicle, or require the driver, operator or other person in charge of such vehicle to move the same.

Fire Extinguishers.

1.11.1. Public Service Vehicles being used for the transportation of grain, fodder, coal, granite, railway ties, clay, brick, sand, lime, stone or gravel, shall be exempted from the carrying of fire extinguishers under the provisions of Section 35 of The Public Service Vehicles Act, being Chapter 276 of the Revised Statutes of Alberta, 1942, and amendments thereto.

Speed.

1.12.1. It shall be illegal for any person to drive a truck operated as a Public Service Vehicle or Commercial Vehicle except a motor bus or taxicab, or light delivery or panel truck with a manufacturer's rated carrying capacity of $\frac{3}{4}$ -ton or less, over any highway outside the corporate boundaries of any city, town or village, at a speed in excess of thirty (30) miles per hour.

1.12.2. Speed on Bridges: On main and secondary highways, the speed limit over bridges signed "Narrow Bridge" shall be fifteen (15) miles per hour. Over other bridges the speed limit shall be twenty-five (25) miles per hour.

1.12.3. It shall be illegal for any person to drive any Public Service Vehicle operated as a motor bus, livery or taxicab, or light delivery or panel trucks $\frac{3}{4}$ -ton or less, over any public highway at a speed in excess of forty (40) miles per hour.

1.12.4. Any person driving or operating a motor vehicle upon any highway, or portion of any highway, or any road outside the boundary of any city, town or village, upon which signs have been erected by the Department of Public Works, limiting the speed at which all motor vehicle shall be driven or operated, shall not in traversing that highway or portion of a highway or road, drive or operate the motor vehicle at a rate of speed exceeding the number of miles per hour stated on the signs so erected; but nothing in this Regulation shall prevent any person being prosecuted and punished under any Act of the Province or under the Criminal Code, under which he would except for this Regulation be liable to be prosecuted and punished.

1.12.5. The foregoing section shall not apply in respect of any motor vehicle while it is being driven or operated by the Fire Department of any municipality in responding to an alarm of fire or by any police officer or constable in discharge of his duty, or by any ambulance proceeding to an emergency call; but every person driving or operating a motor vehicle to which this section applies shall drive and operate it with due regard to the duties and obligations imposed on him by all other provisions of the aforementioned The Public Service Vehicles Act.

Level Railway Crossings.

1.13.1. The driver of a Public Service or Commercial Vehicle on approaching a level railway crossing, shall bring his vehicle to a stop at a distance of not less than fifteen (15) feet, and not more than fifty (50) feet, from the nearest rail before traversing the crossing, and shall not proceed until he is satisfied that it is safe to do so.

Inspection of Vehicles.

1.14.1. When requested to do so by an officer, the operator of any vehicle shall come to a stop in order to permit such officer to make such examination or investigation deemed necessary.

1.14.2. If the officer deems necessary, he may instruct the operator to take the vehicle to a weigh scale and have the vehicle and/or load weighed, and present the weigh slip within a specified period.

1.14.3. After inspecting the truck, the officer shall present a copy of his report to the operator showing any deficiency in the mechanics or equipment of the vehicle, and it shall be the duty of the operator to have these deficiencies adjusted within

a stated period, and it shall also be the duty of the operator to report such adjustment to the officer within a stated period.

Operation of Certain Vehicles Prohibited.

1.15.1. It shall be illegal, except by permission of the Board, for any person to operate or move upon or over any main or secondary highway any traction engine or Public Service or Commercial Vehicle having cleats or other device attached to its wheels or made a part thereof, which will injure the highway, nor any load or building that will obstruct traffic, nor any other object or contrivance for moving loads which will injure the highway.

Permits for Special Types of Vehicles and/or Loads

1.16.1. The Board may issue a permit in special cases for the operation of a particular type of vehicle and/or load, or the movement of any other class of traffic otherwise prohibited by the Regulations, and may charge a fee for such permit; such fee to include supervisory costs (if any) incurred by the Board.

Responsibility of Permit Holders.

1.16.2. The owner, operator, driver or mover of such vehicle and/or load shall as a condition of obtaining such a permit, agree to be responsible for all damages which may be caused to the highways by the reason of driving, operating or moving of any such vehicle and/or load upon the highway, and the Board may as a condition precedent to the granting of such permit, require a bond sufficient to cover the cost of repairing such possible injury to the highway.

Working Hours for Drivers.

1.17.1. A holder of a Public Service or Commercial Vehicle Certificate shall not drive or allow any driver of any motor vehicle to work as a driver for more than the maximum number of hours provided for under the terms of The Hours of Work Act, being Chapter 279 of the Revised Statutes of Alberta, 1942, or in contravention of any of the Regulations passed under authority of the said Act by the Board of Industrial Relations.

1.17.2. All employed drivers of trucks certificated as Public Service and/or Commercial Vehicles, shall carry a log book to be prescribed by the Board, in which they shall daily record their hours of work. The book shall be available for inspection at all times, and when completed shall be returned to the Highway Traffic Board before a new one is issued.

Medical Certificates.

1.18.1. Each driver of a Public Service passenger-carrying vehicle, who is required by The Vehicles and Highway Traffic Act to secure a Chauffeur's license on the 1st day of April of each year, will be issued a certificate only on presentation of a satisfactory medical certificate obtained from a qualified medical practitioner in the Province of Alberta, certifying as to the driver's physical fitness.

Snowmobile Propeller Protection

1.19.1. It shall be illegal for any person to operate or have upon a highway a Public Service or Commercial Vehicle operated by a propeller as a snowmobile unless the propeller is guarded and enclosed by a frame and netting adequate to prevent injury therefrom to any person.

Liability of Owner

1.20.1. Upon proof of the fact that an offence against any one, or all, of the following sections; **1.8.1., 1.15.1., 3.2.1., 3.2.2., 3.2.3., 3.3.1., 3.3.2., 3.3.3., 3.4.1., 3.5.2., 3.9.2., 3.25.2, 3.25.3., 3.25.4., 3.25.5., 3.25.6., 3.25.7.,** of these Regulations has been committed by any person in the employ of an owner of any Public Service or Commercial Vehicle in respect to which the offence is committed or by any person who is permitted by the owner to drive or operate such vehicle, the owner shall be deemed to be a party to the penalties prescribed for the offence as a principal offender, notwithstanding the fact that the offence was committed by a person who is not proved to have committed it under or by the direction of the owner; but nothing in this section shall relieve the person actually committing the offence from liability therefor.

Passengers on Trucks.

1.21.1. A Public Service or Commercial Vehicle used for transportation of freight and/or live stock shall not under any circumstances carry more passengers in the cab of the vehicle than can be comfortably accommodated based upon the seating capacity of eighteen (18) inches per passenger, including the driver.

1.21.2. During the present emergency arising out of war conditions and until such time as the authority of the Wartime Prices and Trade Board, appointed by the Federal Government for the purpose of regulating motor transport, has expired or been cancelled, permits granted by the Wartime Prices and

Trade Board for the carrying of passengers in Public Service Vehicles and Commercial Vehicles shall be of the same force and effect as if issued by the Highway Traffic Board, providing, however, that:

- (a) In the case of an operator who applied for a permit to carry passengers for compensation in an outlying district where other transportation facilities are not available, or
- (b) In the case of an operator whose license confines him to a special area and who wishes to operate this vehicle beyond that area for the purpose of carrying passengers,—

a permit shall be required from the Highway Traffic Board and such permit shall only be valid when endorsed by the Wartime Prices and Trade Board.

Tractors.

1.22.1. Tractors operated over or upon any highway towing trailers for the conveyance of goods shall be licensed in accordance with **Section 5.6.5.** of these Regulations.

1.22.2. Notwithstanding the above Regulation, no license or permit will be required for the purpose of moving implements of farm husbandry, including stook sweeps mounted on trucks, by farmers when operating for a distance of not more than two miles and when moving such implements from one portion of their farm property to another, nor for the purpose of moving threshing machines, provided, however, that such are not towed by tractors with cleats attached to the wheels.

2. BUSSES.

Route Certificates.

2.1.1. Every operator of a bus shall in addition to the Public Service Vehicle registration certificate issued for individual units, obtain a certificate covering the route or routes over which he is permitted to operate.

Unit Certificates.

2.1.2. A certificate issued by the Board for the operation of a bus shall entitle the owner to use the same over any specified route for which he is authorized to operate by a certificate of the Board.

Chartered Trips.

2.2.1. When a route for which an operator holds a certificate becomes blocked or temporarily disabled, the owner may be granted permission to operate over another route. Applications for special or chartered trips may be made to the Board for operation over any route not covered by the applicant's certificate, and such trips shall only be made with the approval of the Board.

Tariff of Tolls

2.3.1. Each holder of a Public Service Vehicle Certificate used for the carrying of passengers shall submit to the Board a tariff of tolls on the forms prescribed for that purpose. The Board may approve of such tariff, or order a new tariff based upon a different rate.

2.3.2. When any tariff of tolls has been approved or ordered by the Board, the owner shall cause the same to be printed and a copy thereof shall be available for public inspection at the principal office of the owner at each terminus of each route and at the principal station or stations thereon, and shall be filed with the Board.

2.3.3. Only such tolls as have been authorized by the Board shall be charged. Any contravention of this Regulation shall be a cause for the cancellation of certificates.

Time-Tables.

2.4.1. The holder of every Public Service Vehicle Certificate for the transportation of passengers shall file with the Board a time-table showing the scheduled times of arrival and departure at all stopping places along the route, and such time-tables shall only become operative on the approval of the Board and after at least ten days' notice has been given at all waiting rooms along the route. All alterations and changes of time-tables must be submitted for approval before being put into force. A copy of such approved time-table shall be available for public inspection in each waiting room along the route.

2.4.2. The owner shall maintain the time schedules which have been approved by the Board, but he shall not be responsible or liable for delays caused by accidents, breakdowns and conditions of the roads, storms or other conditions beyond his control.

Insurance.

2.5.1. All owners of Public Service Passenger Carrying Vehicles shall take out and keep in force and in effect in respect of

each such vehicle, in a company authorized to transact the business of motor vehicle insurance or bonding in the Province, a policy or bond of indemnity as set out hereunder:

MINIMUM AMOUNTS OF INSURANCE REQUIRED TO BE CARRIED BY PUBLIC SERVICE VEHICLE OPERATORS

INSURANCE OR BOND OF INDEMNITY REQUIREMENTS

For each motor vehicle with a maximum seating capacity of	For injury or death of any one person as a result of any one accident	For injury or death to all persons involved as a result of any one accident	For Property Damage
7 or less	\$5,000.00	\$10,000.00	\$1,000.00
8 to 12	5,000.00	12,000.00	1,000.00
13 to 15	5,000.00	15,000.00	1,000.00
16 to 20	5,000.00	20,000.00	1,000.00
21 to 25	5,000.00	25,000.00	1,000.00
26 to 30	5,000.00	30,000.00	1,000.00
Over 30	5,000.00	50,000.00	1,000.00

Endorsement which should be attached to all insurance policies:

"It is hereby understood and agreed between the Insured and the Insurer that,—

"In consideration of the premium charged, permission is hereby granted for the motor vehicle herein described, to be used for carrying passengers for compensation, provided it is under the personal supervision and guidance of the assured or an employee of the assured.

"Notice is hereby received and accepted that the policy shall include passenger hazard."

List of Drivers.

2.6.1. The owner of every Public Service Vehicle used for transporting passengers shall on demand file with the Board a complete and up-to-date list of all drivers employed by him in the Province of Alberta. The owner shall immediately advise the Board of the dismissal of any driver, giving the cause therefor.

Driver's Reports.

2.6.2. Every driver of every Public Service Vehicle used for transporting passengers, shall deliver to the owner daily a driver's report in a form to be approved by the Board. Such forms shall be filed in the office of the owner and shall be available for inspection by any representative of the Board at any or all times for a period of not less than twelve (12) months after they have been filed.

Annual Reports.

2.7.1. Every holder of a Public Service Vehicle Certificate for the operation of a bus shall on demand, file an annual report which shall be in the form prescribed by the Board. This report shall be in the hands of the Secretary not later than the 1st day of June of each year.

Monthly Reports.

2.8.1. The owner of every Public Service Vehicle used for transporting passengers shall, on or before the 10th day of each month, report to the Board in respect of each vehicle so used as to the operations in the preceding month, on forms prescribed by the Board, and shall furnish all the information required, on these forms.

Weight on Busses.

2.9.1. Public Service Vehicles transporting passengers shall not carry any baggage or other property, including newspapers and His Majesty's Mail, in excess of one hundred and fifty (150) pounds per passenger seat of the vehicle.

Fares and Baggage.

2.10.1. The passenger fare shall be paid prior to the commencement of the journey, and shall, except as noted below and subject to limitations shown in special Rules and Regulations filed by bus companies, include the transportation of one hundred and fifty (150) pounds of baggage or property not exceeding twenty-five dollars (\$25.00) in value without additional charge for each adult passenger, and seventy-five (75) pounds not exceeding twelve dollars and fifty cents (\$12.50) in value for each child travelling on a half-fare ticket.

2.10.2. Excess Value: Unless a greater value is declared by a passenger and charges paid for excess value at time of delivery to carrier, the value of property belonging to, or handled for a

passenger, shall be deemed and agreed to be not in excess of the amounts specified above, and carriers will not accept liabilities for a greater sum in case of loss or damage.

2.10.3. If passenger declares, according to the form prescribed by originating carrier, a greater value than specified above, there will be a charge, at the rate of ten cents (10c) for each additional one hundred dollars (\$100) valuation, or fraction thereof, total valuation not to exceed limitations shown below. The minimum charge for excess value will be ten cents (10c).

2.10.4. Property for one passenger declared to exceed two hundred and twenty-five dollars (\$225.00) in value for one or more pieces, will not be accepted, nor will any single piece of baggage be accepted for checking and transportation that is valued at more than two hundred and twenty-five dollars (\$225.00), regardless of the number of tickets presented.

2.10.5. No single piece of baggage need be accepted,—

- (a) Weighing in excess of two hundred (200) pounds.
- (b) That in its greatest dimensions exceeds twenty-four (24) inches in height, and twenty-four (24) inches in width or breadth, or over forty-five (45) inches in length.

2.10.6. Every Public Service Vehicle, where baggage is carried on the roof, shall be equipped with a tarpaulin for the purpose of protection.

2.10.7. The minimum collection for any shipment of baggage or excess weight shall be twenty-five cents (25c), and subject thereto the charges for excess baggage shall be according to the following table:

EXCESS BAGGAGE CHARGES

When Adult Fare is			When Adult Fare is		
from—	to—	Excess Baggage Rate per 100 lbs. will be—	from—	to—	Excess Baggage Rate per 100 lbs. will be—
\$.06	\$ 1.66	\$.25	\$ 3.34	\$ 3.66	\$.55
1.67	2.00	.30	3.67	4.00	.60
2.01	2.33	.35	4.01	4.33	.65
2.34	2.66	.40	4.34	4.66	.70
2.67	3.00	.45	4.67	5.00	.75
3.01	3.33	.50	5.01	5.33	.80

When Adult Fare is			Excess Bag- gage Rate per 100 lbs.	When Adult Fare is			Excess Bag- gage Rate per 100 lbs.
from—	to—	will be—		from—	to—	will be—	
\$ 5.34	\$ 5.66	\$.85		\$12.01	\$12.33	\$1.85	
5.67	6.00	.90		12.34	12.66	1.90	
6.01	6.33	.95		12.67	13.00	1.95	
6.34	6.66	1.00		13.01	13.33	2.00	
6.67	7.00	1.05		13.34	13.66	2.05	
7.01	7.33	1.10		13.67	14.00	2.10	
7.34	7.66	1.15		14.01	14.33	2.15	
7.67	8.00	1.20		14.34	14.66	2.20	
8.01	8.33	1.25		14.67	15.00	2.25	
8.34	8.66	1.30		15.01	15.33	2.30	
8.67	9.00	1.35		15.34	15.66	2.35	
9.01	9.33	1.40		15.67	16.00	2.40	
9.34	9.66	1.45		16.01	16.33	2.45	
9.67	10.00	1.50		16.34	16.66	2.50	
10.01	10.33	1.55		16.67	17.00	2.55	
10.34	10.66	1.60		17.01	17.33	2.60	
10.67	11.00	1.65		17.34	17.66	2.65	
11.01	11.33	1.70		17.67	18.00	2.70	
11.34	11.66	1.75		18.01	18.33	2.75	
11.67	12.00	1.80		....	....	...

Numbering Tickets.

2.11.1. Tickets to be used by the owner of a Public Service Vehicle engaged in the transportation of passengers over a specified route shall be numbered consecutively and shall be in such form as approved by the Board.

Stop-Over Privilege.

2.11.2. Stop-overs within limit of tickets shall be permitted at any point upon application to an agent or a driver.

Redemption of Tickets.

2.11.3. Tickets shall be redeemed to the original purchaser by the issuing operator at the fare paid, when no portion of the trip has been made, and the difference between the fare and the approved tariff between the points used, if the trip is discontinued and not completed. Such application for refund of tickets must in all cases be made to the general office of the issuing operator, providing, however, that agents may redeem

tickets of their own issuing on date of sale only when no portion thereof has been used.

Interline Tickets.

2.11.4. The holder of a Public Service Vehicle Certificate covering vehicles used for transporting passengers may make arrangements with other holders whereby he may issue tickets for passenger transportation for destination beyond the limits of his route. All such tickets shall be honoured by the holders of passenger carrying Public Service Vehicle Certificates on lines over which the passenger is routed.

Rest and Comfort Stations.

2.12.1. Owners of Public Service Vehicles used for transporting passengers over a specified route shall establish and maintain at intervals of not greater than two hours and thirty minutes' driving time, properly equipped rest stations at which passenger carrying vehicles shall be stopped for a reasonable period of time. The driver on stopping his vehicle shall announce to the passengers the duration of the stop and that comfort facilities are available.

Prohibited Shipments.

2.13.1. Dogs, cats and other live animals or birds, explosives or dangerous substances, inflammable material, materials having a disagreeable odour, acids and any article liable to become disagreeable to, or a menace to passengers or liable to cause damage to other property being transported, shall not be accepted for transportation on Public Service Vehicles carrying passengers.

Inspection of Busses.

2.14.1. Operators of motor busses certificated as Public Service Vehicles shall, when so requested by the Board, deliver all such busses for mechanical inspection at a place and time to be designated.

BUS EXPRESS

Conditions of Carriage.

2.15.1. Express shipments shall be governed by the following terms and conditions:

(a) Every agreement entered into between the shipper and the carrier shall extend to and be binding upon the shipper and all persons in privity with him, claiming or asserting any right

to the ownership or possession of the shipment, and the benefit of every such agreement shall enure to every person or carrier to whom the shipment may be delivered for the performance of any act or duty in respect thereof, or in whose custody or charge the same may lawfully be, or on whose vehicles the same is being carried under the agreement, and shall apply to any re-consignment or return thereof.

(b) The liability of the carrier upon any shipment is limited to the value declared by the shipper and embodied in the agreement, but in no case shall the liability exceed the actual value of the shipment at the time of the receipt thereof by the carrier, including express and other charges, if paid, and duty if payable or paid and not refunded. If the shipper does not declare the value of the shipment, liability is limited to fifty dollars (\$50.00), but in no case shall the liability exceed the actual value of the shipment. If the shipper desires the carrier to assume liability in excess of fifty dollars (\$50.00), an additional charge shall be made, as provided under Clause (c).

(c) Value Charges: Express rates named in the tariff are for articles valued at not more than fifty dollars (\$50.00). In event of loss or damage to shipments the carrier shall not be responsible for more than fifty dollars (\$50.00), unless at the time a greater value is declared and an additional charge paid of ten cents (10c) for each additional twenty-five dollars (\$25.00) of value or fractional part.

(d) The carrier shall not be liable,—

(1) For differences in weight or quantity caused by shrinkage, leakage or evaporation, or for loss or damage occurring after forty-eight (48) hours (exclusive of legal holidays), after notice of the arrival of the shipment at destination, or at point of delivery, has been mailed to the address of the consignee; unless in either case such loss or damage is caused by the negligence of the carrier.

(2) For any loss, damage or delay caused by an act of God, the King's enemies, the Authority of the Law, quarantine, riots, strikes, defect or inherent vice in the goods, or the act of default of the shipper or owner.

(3) For any loss or damage caused by delay or by injury to, or loss or destruction of the shipment, or any part thereof, from conditions beyond the control of the carrier, unless such loss or damage is caused by the negligence of the carrier upon whose motor vehicle or property the shipment was at the time such loss or damage occurred.

(4) For any loss or damage occurring in Customs Warehouse.

(5) For any loss, damage or delay resulting from improper or insufficient packing, securing or addressing, or from chafing when packed in bales.

(6) For any loss or damage, if the provisions of such Clause (c) of this section be violated in whole or in part.

(7) For any damage to or loss of any fragile article or to shipments consisting wholly or in part of or contained in glass, unless so described upon the package containing the same, unless such damage or loss is due to the negligence of the carrier, his agents or employees.

(8) For any loss or damage from delays beyond his control, or caused by the refusal of any railway stage or other transportation line to receive or forward the said property owing to any unusual or unforeseen movements of or interference with traffic.

(9) For any loss or damage in any way arising out of the examination by or partial delivery to the consignee of C.O.D. shipments.

(10) For any loss or damage to shipments arising from the conditions of such, or from their nature, or propensities, or for delay, injury to, or loss of such, unless such delay, injury or loss is caused by the negligence of the carrier.

(11) For any loss or damage occurring to shipments addressed to points where there is no agent of the carrier after such shipments have been left at such places.

(12) For non-delivery or loss or destruction of the shipment, unless written notice thereof is given at any office of the carrier within thirty days after the time delivery should in the ordinary course of transit, have been made.

(13) For any damage, partial loss, or shortage, unless written notice thereof is given at any office of the carrier within thirty days after delivery.

(e) Duty and Customs House expenses shall be guaranteed by the shipper.

(f) Conditions as to delivery,—

(1) At points where the carrier has delivery services, tender of the shipment for delivery to the consignee shall be made at the address given, if within such delivery limits.

(2) Where there is no delivery service, the carrier shall forthwith notify the consignee at the address given of the arrival of the shipment.

(3) The carrier shall not be held liable to delivery to addresses outside delivery limits.

(4) If a carrier has not an office at the place to which the shipment is addressed, then, unless otherwise routed, the carrier only agrees to carry the same and deliver the shipment to any connecting carrier for furtherance to destination.

(g) If any sum of money, other than the charges for transportation, is to be collected from the consignee upon the delivery of the shipment, and the same is not paid within ten days, the carrier may return the same and collect the charges for transportation both ways, and the liability of the carrier shall be that of warehouseman only while the shipment remains in his possession for the purpose of making collection.

Inland Transportation Insurance.

2.15.2. Every person to whom a certificate is granted shall take out and keep in force a policy of inland transportation insurance in the sum of five hundred dollars (\$500.00), to cover loss or damage to freight shipments, and shall deposit such policy with the Board.

Fidelity Insurance.

2.15.3. Owners of Public Service Vehicles shall not engage in collection of moneys for, or on account of shippers, except with the approval of the Board. Such approval shall not be given unless the owner deposits with the Board a policy of guarantee insurance in the sum of five hundred dollars (\$500.00) covering the payment to the consignor of all sums collected by the carrier on behalf of the consignor.

Marking Requirements.

2.15.4. Each express package shall be properly addressed on tags or labels which shall be securely fastened to the package by the shipper.

Size Limitations.

2.15.5. No single package shall be accepted that is over three (3) feet in height, four (4) feet in width or over twenty (20) feet in length. When articles are accepted twenty (20) feet in length, the weight of such article must not exceed seventy-five (75) pounds.

Weight Limitations.

2.15.6. No single package shall be accepted exceeding two hundred and fifty (250) pounds in weight.

Refused Shipments.

2.15.7. In the event of refusal of any shipments by consignee, owners of Public Service Vehicles shall immediately notify the shipper of such refusal.

Interline Shipments.

2.15.8. An owner of a Public Service Vehicle may make arrangements with other owners whereby he may accept express shipments for destination beyond the limits of his route. All such shipments shall be accepted by the owner of a passenger and express Public Service Vehicle operated on lines over which the shipment is routed.

Express Traffic.

2.15.9. The owner of a Public Service Vehicle used for the transportation of passengers shall receive for transportation thereon any freight or express freight offered which is not freight forbidden to be carried on such vehicle or by order of the Board, to the extent that the vehicle has the capacity to carry the same after the reception thereof of the personal baggage of the passengers carried thereon; and the charges for such express freight shall be in accordance with the following table:

Rate per

100 lbs.	\$.60	\$.75	\$.75	\$.75	\$1.00	\$1.00
Miles	1-15	16-79	80-89	90-99	100-119	120-139

Pounds—

1- 2	\$.25	\$.25	\$.25	\$.25	\$.25	\$.25
3- 5 . . . . .	.25	.25	.25	.25	.25	.25
6-10 . . . . .	.25	.25	.30	.30	.30	.30
11-15 . . . . .	.30	.30	.35	.35	.35	.35
16-30 . . . . .	.35	.35	.50	.50	.50	.50
31-40 . . . . .	.35	.35	.50	.50	.50	.50
41-50 . . . . .	.40	.40	.50	.50	.50	.50
51-60 . . . . .	.50	.50	.55	.60	.60	.70
61-70 . . . . .	.50	.50	.55	.60	.70	.70
71-80 . . . . .	.55	.55	.60	.60	.80	.80
81-90 . . . . .	.55	.65	.65	.65	.90	.90
91-100 . . . . .	.60	.75	.75	.75	1.00	1.00

Rate per 100 lbs.	\$1.00	\$1.30	\$1.30	\$1.30	\$1.50	\$1.50
Miles ...	140-149	150-199	200-209	210-219	220-239	240-259
<i>Pounds—</i>						
1- 2	\$.25	\$.25	\$.25	\$.35	\$.35	\$.35
3- 5 .....	.25	.30	.30	.35	.35	.35
6-10 .....	.30	.35	.35	.35	.45	.45
11-15 .....	.35	.40	.40	.40	.45	.45
16-30 .....	.50	.50	.50	.50	.50	.75
31-40 .....	.50	.50	.50	.50	.50	.75
41-50 .....	.50	.50	.55	.55	.65	.75
51-60 .....	.75	.80	.90	.95	.95	1.00
61-70 .....	.75	.95	.95	.95	.95	1.00
71-80 .....	.80	.95	.95	1.00	1.10	1.10
81-90 .....	.90	1.20	1.20	1.20	1.30	1.30
91-100	1.00	1.30	1.30	1.30	1.50	1.50

Rate per 100 lbs.	\$2 00	\$3 00	\$4 00	\$5 00	\$6 00
Miles	260-329	330-399	400-599	600-799	800-1000
<i>Pounds—</i>					
1- 2	\$.35	\$.35	\$.35	\$.45	\$.45
3- 5 .....	.35	.40	.45	.50	.50
6-10 .....	.50	.50	.55	.60	.60
11-15 .....	.50	.60	.65	.70	.70
16-30 .....	.75	.75	.85	1.00	1.30
31-40 .....	.90	1.05	1.20	1.45	1.75
41-50	1.05	1.25	1.65	2.05	2.45
51-60	1.20	1.65	2.05	2.65	3.15
61-70	1.30	1.95	2.65	3.25	3.85
71-80	1.45	2.30	3.30	3.85	4.55
81-90	1.75	2.60	3.60	4.45	5.25
91-100	2.00	3.00	4.00	5.00	6.00

The above rates do not apply on newspapers, bread in containers, bread or ice cream containers empty. Rates on same shall be as follows:

Newspapers, 1 cent per lb. (Minimum 15 cents.)

Bread in containers, 1 cent per lb. (gross weight). Minimum 25 cents.

Bread containers (empty), $\frac{1}{2}$ cent per lb. Minimum 6 cents.

Ice cream containers (empty), 25 cents each.

Computation on Gross Weight.

2.15.10. Unless otherwise provided, charges shall be computed on gross weights, except that established minimum weights must be observed and also provided that when it is necessary to use ice water for preservation an allowance of 25 per cent from the gross weight may be made.

Mileage.

2.15.11. In computing rates under this tariff, mileage as approved by the Highway Traffic Board shall apply.

Express Receipts.

2.15.12. Express receipts used by the owner of a Public Service Vehicle engaged in express transportation shall be those prescribed in a form by the Board.

C.O.D. Charges.

2.15.13. The charge for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:

Charge for collecting and remitting shall be—

When amount collected is \$10 or under	\$.25
Over \$ 10.00 and not exceeding \$ 30.00	.35
Over 30.00 and not exceeding 50.00	.40
Over 50.00 and not exceeding 60.00	.50
Over 60.00 and not exceeding 80.00	.55
Over 80.00 and not exceeding 100.00	.65
Over 100.00 and not exceeding 150.00	.85
Over 150.00 and not exceeding 200.00	1.00
Over 200.00 and not exceeding 250.00	1.15
Over 250.00 and not exceeding 300.00	1.25
Over 300.00 and not exceeding 350.00	1.40
Over 350.00 and not exceeding 400.00	1.50
Over 400.00 and not exceeding 450.00	1.65
Over 450.00 and not exceeding 500.00	1.75
Over 500.00 and not exceeding 550.00	1.90
Over 550.00 and not exceeding 600.00	2.00
Over 600.00 and not exceeding 650.00	2.15
Over 650.00 and not exceeding 700.00	2.25
Over 700.00 and not exceeding 750.00	2.40
Over 750.00 and not exceeding 800.00	2.50
Over 800.00 and not exceeding 850.00	2.65
Over 850.00 and not exceeding 900.00	2.75
Over 900.00 and not exceeding 950.00	2.90
Over 950.00 and not exceeding 1000.00	3.00
Over 1000.00 at the rate of \$3.00 per \$1000.00.	

The charge for collecting and remitting the amount of C.O.D. bills for C.O.D. shipments must be collected from the consignee unless the shipper otherwise instructs. When the shipper desires to pay the charge for collecting and remitting the amount of the C.O.D. bill, the charge may be deducted from the amount collected from the consignee and the balance remitted to the shipper.

Time Limit.

2.15.14. All moneys collected for or on account of the shipper must be remitted to shippers within twelve days from date of collection.

FREIGHT VEHICLES

Signs on Vehicles.

3.1.1. Upon every Public Service or Commercial Vehicle, with the exception of those which have been certificated for the carrying of passengers only or for farm operation only, there shall be conspicuously painted or otherwise displayed on the left hand side front door or in such place as may be approved by the Board, the name and address of the owner, the weight of the vehicle (empty), the weight of the allowable load and the maximum weight of the vehicle and load. The minimum height of the letters shall be two (2) inches, provided, however, that for trucks operating solely within the cities and towns or five miles therefrom, the owner's name may be in legible size of letters, so long as they are placed in a conspicuous position and are approved by the Board.

Maximum Weight per Tire.

3.2.1. No person shall drive or operate upon a public highway a Public Service or Commercial Vehicle having a greater maximum weight per tire than those provided in Tables 1 and 2 (inclusive) in the Schedule hereto, having regard to the type and dimensions of the tires.

The weights provided in these Regulations are for the protection of highways only, and operators are responsible for seeing that their vehicles are so designed and are equipped with adequate brakes in accordance with the provisions of The Vehicles and Highway Traffic Act; steering mechanism, springs and other safety appliances in such manner that the vehicle can be operated without danger to the public.

Maximum Weight.

3.2.2. The maximum weight on each tire shall be as shown for the various tire sizes in the following Schedule.

The maximum weight for dual wheels shall be double the load for single tires.

All tires shall be in first class condition.

In case of unfavourable road conditions and when so ordered, loadings shall be limited in the following manner:

From the maximum allowable tire carrying capacity, provided for in this section, deduct the weight of the vehicle, take fifty per cent of the remainder, add to this amount the weight of the vehicle; the result being the maximum load to be carried; provided, however, that the maximum load shall not exceed fifty per cent of the maximum load allowed for any unit or combination of units as provided for by **Section 3.2.3.**

TABLE No. 1—PNEUMATIC TIRES

Tire Size	<i>Balloon Tires</i>	Carrying Capacity
5.50-20.....		1,715
6.00-16.....		1,580
6.00-20.....		1,960
6.50-16.....		1,800
6.50-18.....		2,170
6.50-20.....		2,380
7.00-16.....		2,060
7.00-17—6 ply		2,170
7.00-17—8 ply		2,520
7.00-18.....		2,520
7.00-20.....		2,730
7.50-16.....		2,590
7.50-17.....		2,730
7.50-18.....		2,835
7.50-20.....		3,080
7.50-24.....		3,500
8.25-18.....		3,430
8.25-20.....		3,710
8.25-22.....		3,990
8.25-24.....		4,235
9.00-15.....		3,710
9.00-18.....		4,200
9.00-20.....		4,550
9.00-22.....		4,900

Table No. 1, Balloon Tires—Cont.

Tire Size	Carrying Capacity
9.00-24.....	5,110
9.75-15—10 ply	4,020
9.75-15—12 ply	4,445
9.75-18.....	5,040
9.75-20.....	5,460
9.75-22.....	5,880
9.75-24.....	6,160
10.50-18.....	6,160
10.50-20.....	6,580
10.50-22.....	7,000
10.50-24.....	7,280
11.25-20.....	7,630
11.25-24.....	8,470
12.00-20.....	8,750
12.00-24.....	9,730
12.75-20.....	10,080
12.75-24.....	11,200
13.50-20.....	11,480
13.50-24.....	12,740

High Pressure Tires

Tire Size	Maximum Load Per Tire
30 x 5 H.D.	1,870
32 x 6 H.D.	2,420
36 x 6 H.D.	2,750
34 x 7 H.D.	3,080
38 x 7 H.D.	3,520
36 x 8 H.D.	3,960
40 x 8 H.D.	4,400
38 x 9 H.D.	4,950
42 x 9 H.D.	5,500
40 x 10 H.D.	6,050
44 x 10 H.D.	6,600

TABLE No. 2—SOLID TIRES

Tire Sizes	Carrying Capacity
32 x 4.....	1,800
32 x 4.....	1,900
36 x 4.....	1,900
32 x 5.....	2,700

Table No. 2, Solid Tires—Cont.

Tire Sizes	Carrying Capacity
34 x 5.....	2,850
36 x 5.....	2,850
40 x 5.....	3,000
34 x 6.....	3,800
36 x 6.....	3,800
40 x 6.....	4,000
34 x 7.....	4,750
36 x 7.....	4,750
40 x 7.....	5,000
34 x 8.....	5,700
36 x 8.....	5,700
40 x 8.....	6,000
36 x 10.....	7,600
40 x 10.....	8,000
36 x 12.....	9,500
40 x 12.....	10,000
36 x 14.....	11,400
40 x 14.....	12,000
40 x 16.....	14,000

Maximum Weight.

3.2.3. The maximum weight of any individual truck unit or of any combination or train consisting of a truck with trailers or semi-trailer shall not exceed thirty thousand (30,000) pounds.

Weight on Tires.

3.2.4. Subject to **Regulation 3.2.1.**, the operator of a vehicle so loaded that the weight on any one tire exceeds the weight permissible shall, when so instructed by an Officer, remove the load or portion thereof before continuing to drive or operate the vehicle.

Maximum Weight on Axle.

3.2.5. The maximum weight on any one axle shall not exceed fifteen thousand (15,000) pounds, provided, however, that operators of trucks carrying Public Service or Commercial Vehicle licenses shall be allowed to carry an additional axle load of ten per cent (10%) where the tire carrying capacity is in excess of the axle load of fifteen thousand (15,000) pounds, except on any highway or on any portion of a highway upon which the Board may by order have placed restrictions limiting the load to a lesser weight. The above Regulation shall not apply

to road construction, road maintenance equipment, threshing machines or implements of husbandry, or of vehicles, buildings or objects being moved over public highways situated within the corporate area of any city or town.

Extended Loads.

3.3.1. Whenever the load of a vehicle being driven on the highway shall extend more than five (5) feet beyond the rear of the vehicle, there shall be displayed at the end of such load in such position as to be clearly visible at a distance of at least two hundred (200) feet from the rear of such vehicle, a red flag not less than twelve inches square during the hours between sunrise and sunset, and a red light during the hours between sunset and sunrise.

Loose Material.

3.3.2. When the load of a vehicle consists of loose material or of material liable to shift in being conveyed, it shall be placed on the vehicle inside a container or otherwise so placed as to prevent it from slipping off.

Cordwood.

3.3.3. Where the load of a vehicle consists of two widths of cordwood it shall be so placed thereon that the ends of the cordwood at the outside are at least three inches higher than the ends of the cordwood at the centre of the vehicle.

Trailers

3.4.1. Except by permission of the Board, all trailers having a carrying capacity in excess of five thousand (5,000) pounds in accordance with tire equipment as provided by these Regulations, and all semi-trailers must be equipped with adequate braking mechanism under the control of the operator, provided, however, that this Regulation does not apply to two-wheeled trailers used without a platform.

3.4.2. No two-wheeled or pole trailer shall be operated behind any truck unless a special permit has first been obtained from the Highway Traffic Board.

Explosives.

3.5.1. No Public Service or Commercial Vehicle shall accept for transportation explosives, except on special authority granted by the Highway Traffic Board, or by an officer of the R.C.M.P. When such authority is given, articles included under this heading must be described, packed, marked, loaded, stayed and

handled in accordance with Regulations governing the transportation of explosives as described by The Explosives Act of Canada and in accordance with the Regulations of the Board.

Inflammable Liquids.

3.5.2. All Public Service and Commercial Vehicles used for the purpose of transporting petroleum products in tanks shall comply with the following Regulations:

Inflammable petroleum products shall be classified as follows:

Class 1. All petroleum products having a flash point at or below 80 degrees Fahrenheit according to the Tagliabue Open Tester.

Class 2. All petroleum products having a flash point above 80 degrees Fahrenheit and below 175 degrees Fahrenheit according to the Tagliabue Open Tester.

All tanks used for the transportation of inflammable petroleum products shall be classed as follows:

Class A. All tanks which conform fully with all the Regulations in this section.

Class B. All tanks purchased prior to June 1, 1939, having single bulkheads but otherwise conforming with all the other Regulations in this section.

All tanks shall be clearly marked on each side with a letter "A" or "B" not less than 12 inches high designating the class to which it belongs.

Class "B" tanks shall not at any time be loaded with a mixed cargo of Class 1 and Class 2 petroleum products.

All tanks purchased after June 1, 1939, shall be Class "A" tanks and shall conform with all the following Regulations:

1. Tank Construction.

Except as hereinafter provided, tanks shall be constructed throughout of open hearth steel or blue annealed steel, of a thickness and gauge in accordance with the following table:

Aggregate Capacity (Imp. Gals.)	Minimum Thickness of Material	
	Shell	Head
Up to 500 gallons.	14 Ga. U.S. Std.	14 Ga. if bilged or corrugated, otherwise 12 Ga.
500 to 1000 gallons.	12 Ga. U.S. Std.	12 Ga. if bilged or corrugated, otherwise 10 Ga.
Over 1000 gallons.	10 Ga. U.S. Std.	8 Ga. U.S. Std.

Tanks exceeding 1,000 gallons in capacity may be constructed with 12 Ga. shells and 10 Ga. heads provided they are subdivided into compartments and are mounted on chassis equipped with pneumatic tires.

Materials other than that specified above may be used in thickness which will give strength equivalent to that of open hearth or blue annealed steel.

Shell and head joints shall be welded, rivetted and welded, brazed or rivetted and brazed, rivetted and caulked, or made tight by some equally satisfactory process.

Each compartment of the completed tank shall be tested and proven tight, a five pounds minimum pressure applied for a period of one hour.

Outlets shall be substantially made and attached to the tank so as to prevent breakage at outlet point and so as to permit complete drainage.

Tanks with compartments shall be provided with an air space between compartments and such air space shall be equipped and maintained with drainage facilities.

Class "A" tanks having a capacity exceeding 500 Imperial gallons shall be divided into compartments of not more than 500 Imperial gallons each.

A tolerance of 10 per cent shall be allowed for individual compartment capacities.

Tanks shall be adequately supported and securely bolted or clamped to the frame or truck or trailer.

2. Vent Valves and Fusible Plugs.

Each compartment shall be provided with the following safety devices:

(1) A device for relieving pressure and preventing vacuum within the compartment, such device shall have an effective area not less than 0.44 square inches.

(2) Fusible plug with safety screen having a free opening equal to a circular hole 1.29/32 inches in diameter. The fusing temperature of the fusible element shall not exceed 200° F.

(3) Static Chains.—The tank, chassis, axles and springs of every vehicle shall be metallically interconnected and tank trucks and trailers must be equipped with drag chains or some other flexible metallic device long enough to reach the ground, and capable of grounding such static charges as may be present,

and spare links for every drag chain shall be carried in the tool box and the driver held responsible for keeping the chain in working order.

Inland Transportation Insurance.

3.6.1. Every person to whom a Public Service Vehicle certificate is granted shall take out and keep in force a policy of inland transportation insurance against loss or damage to their shipments, and shall deposit a copy of such policy with the Board. Such insurance shall be in the amounts specified hereunder:

(a) Public Service Vehicle engaged in the transportation of general merchandise,—

Carrying capacity not exceeding 1,500 lbs.....	\$ 500.00
Carrying capacity exceeding 1,500 lbs., but not exceeding 6,000 lbs.	1,000.00
Carrying capacity exceeding 6,000 lbs., but not exceeding 12,000 lbs.	2,000.00
Carrying capacity exceeding 12,000 lbs.	3,000.00

(b) Public Service Vehicles engaged solely in the transportation of live stock,—

Carrying capacity not exceeding 3,000 lbs.	\$ 500.00
Carrying capacity exceeding 3,000 lbs.	1,000.00

(c) Trucks engaged solely in transportation of milk, cream, and other farm products from farm to market.....\$200.00

(d) Public Service Vehicles engaged solely in the transportation of a special commodity, such as petroleum products—
Actual cash value of cargo.

(e) Public Service Vehicles engaged in the transportation of a special commodity, insurance shall be in such amount as the Board may determine.

Fidelity Insurance.

3.6.2. Public Service Vehicles (except tank trucks built and operated for the purpose of transporting petroleum products) shall not be certificated to carry any commodity for compensation (except such commodities as are specifically exempted from coverage by cargo insurance under **Section 3.6.3.** of the Regulations) unless there has been deposited with the Board a policy of guarantee insurance, satisfactory to the Board, in the sum of one thousand dollars (\$1,000) covering payment to the consignor of all sums collected by the carrier on behalf of the consignor.

Exemptions from Insurance.

3.6.3. Public Service Vehicles used exclusively for the transportation of grain, fodder, coal, granite, railway ties, lumber, mine props, clay, brick, sand, lime, stone and gravel, shall not be required to comply with the above Regulations concerning insurance.

3.6.4. Public Service Vehicles certificated to operate within,—

(a) the corporate boundaries of cities,

(b) towns and villages and between points not more than five miles from such boundaries,—

shall not be required to comply with the above Regulations concerning insurance.

Suspension of Operation in Respect of Infractions of Insurance Regulations.

3.6.5. If any Public Service Vehicle operator is found to be carrying commodities for which inland transportation is required by **Section 3.6.1.**, and the said operator has not obtained such insurance, or if the operator is found to be carrying C.O.D. shipments without the consent of the Board or has not obtained fidelity insurance in accordance with **Section 3.6.3.**, the Board may at its discretion suspend for an indefinite period the certificate of the operator.

Freight Traffic.

3.7.1. All Public Service Vehicles within the meaning of The Public Service Vehicles Act, shall be governed by and conform to these Regulations, issued under the authority of the Highway Traffic Board, as provided by Section 9 of the said Act.

Containers.

3.8.1. All containers shall, before being accepted, be in a condition satisfactory to the carrier.

Bills of Lading.

3.9.1. All bills of lading shall conform to those prescribed by the Highway Traffic Board.

3.9.2. Every owner or operator of a Public Service Vehicle Certified for the Transportation of Freight shall use a form of bill of lading which shall be either in Form "A" or Form "B" of the Schedule, or in special cases, in such form as may be approved by the Board, and every driver operating such Public

Service Vehicle shall carry on each trip a copy of such bill of lading with full particulars as to loads, weight, description of merchandise, classification, rating and the amount charged.

3.9.3. The bill of lading in Form "A" shall be used for the transportation of general merchandise and the bill of lading in Form "B" shall be used in the transportation of live stock.

3.9.4. Contents of all packages must be described by consignor on shipping order and bill of lading. No shipment will be accepted when described on the shipping bill of lading as merchandise, sundries, fancy goods, etc. All motor carriers hauling goods shall for all consignments hauled, issue an original bill of lading in triplicate, the original copy shall be delivered to the consignor on receipt of property named therein for consignment; one copy shall be delivered to the consignee, and the third shall be retained by the carrier for a period of at least six months.

3.9.5. The owner of every Public Service Vehicle used for transporting of goods, shall keep on file for a period of at least six months, copies of all bills of lading issued by him, and such file or files shall be available for inspection by an officer of the Board at any time.

3.9.6. A separate bill of lading in form prescribed by the Board shall be issued to each shipper of live stock in triplicate, giving full particulars, including marking of individual animals, which may be done by clipping of hair, or in any suitable manner.

3.9.7. Both the shipper and the Public Service Vehicle operator shall sign the bill of lading, one copy of which shall be left with the shipper. The operator shall retain one copy in his possession for a period of at least six months. He will take one copy with the shipment and deliver to the commission merchant at the terminal stockyards or the buyer at the packing plant to whichever the shipment was delivered, and shall secure and deliver to the shipper within three days of his return, an "Account Sales" issued by the packing plants or commission merchant to whom the said stock was delivered or a "Statement of Grade" issued by the Dominion Live Stock Representative, or both.

Condition of Carriage.

3.10.1. Freight shipments shall be governed by the following conditions:

(a) The carrier of any goods shall be liable for any loss thereof or damages thereto except as hereinafter provided.

(b) In the case of shipments from one point in Alberta to another point in Alberta handled by two or more carriers, the carrier issuing the bill of lading, in addition to his other liability hereunder, shall be liable for any loss, damage or injury to such goods from which the other carriers are not by the terms of the bill of lading relieved, caused by or resulting from the act, neglect or default of any other carrier to which such goods may be delivered in Alberta, or over whose motor vehicle route or routes such goods may pass in Alberta, the onus of proving that such loss was not so caused or did not so result, being upon the carrier issuing the bill of lading. The carrier issuing the bill of lading shall be entitled to recover from the other carrier on whose motor vehicle route or routes, the loss or damage or injury to the said goods have been sustained, the amount of such loss, damage or injury as he may be required to pay hereunder as may be evidenced by any receipt, judgment or transcript thereof. Nothing in this section shall deprive the holder of the bill of lading or party entitled to the goods of any remedy or right of action which he may have against the carrier issuing the bill of lading or any other carrier.

(c) The carrier shall not be liable for loss, damage or delay to any goods herein described, caused by an act of God, the King's enemies, riots, strikes, defect or inherent vice in the goods, or the act or default of the shipper or owner, the authority of law, or by quarantine.

(d) 1. No carrier is bound to carry said goods by any particular motor vehicle or in time for any particular market or otherwise than with due dispatch, unless by specific agreement endorsed on the bill of lading. Every carrier in the case of physical necessity shall have the right to forward goods by any conveyance or route between the point of shipment and the point of destination; but if such diversion be from a motor vehicle to any other conveyance, the liability of the carrier shall be the same as though the entire carriage were by motor vehicle.

2. The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the goods at the place and time of shipment under the bill of lading (including the freight and other charges, if paid), unless a lower value has been represented in writing by the shipper or has been agreed upon, in any of which events such lower value shall be the amount to govern such computation, whether or not such loss or damage occurs from negligence.

3. When the goods are carried at the owner's risk, such conditions are intended to cover only such risks as are necessarily incidental to transportation, and shall not relieve the carrier from liability for any loss, damage or delay which may result from any negligence or omission of the carrier, his agents or employees, and the burden of proving freedom from such negligence or omission shall be on the carrier.

4. Notice of loss, damage or delay must be made in writing by the shipper to the carrier at point of delivery, or to the carrier at the point of origin, within one month after delivery of the goods, or in case of failure to make delivery, then within one month after a reasonable time for delivery has elapsed.

(5) Any carrier or party liable on account of loss of, or damage to, say of the said goods, or reimbursing to the insured the premium paid in respect thereof, shall have the full benefit of any insurance that may have been effected upon or on account of the said goods, so far as this shall not void the policies or contracts of insurance.

(e) No carrier shall be bound to carry any document, specie, or any article of extraordinary value unless a special agreement to do so is endorsed on the bill of lading (the duty of obtaining such special agreement to be on the carrier when the nature of goods is disclosed therein), and a stipulated value of the articles is endorsed thereon. If such goods are carried without such agreement and the nature of the goods is not disclosed therein, the carrier shall not be liable for any loss or damage thereto.

(f) The owner or consignee shall pay the freight and all other lawful charges accruing on said goods, and if required, shall pay the same before delivery. If upon inspection it is ascertained that the goods shipped are not those described in the bill of lading, the freight charges must be paid upon the goods actually shipped, with any additional penalties payable thereon.

(g) Every party, whether principal or agent, shipping explosives or dangerous articles without previous full written disclosure of their nature to the carrier or his agent, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense, or destroyed without compensation.

(h) Any alteration, addition or erasure in the bill of lading shall be signed or initialled in the margin by an agent of the carrier issuing the same, if not so signed and initialled shall be without effect and the bill of lading shall be enforceable according to its original tenor.

Computation of Gross Weights.

3.11.1. Unless otherwise provided, charges shall be computed on gross weight, except that established minimum weights must be observed.

Protection of Freight.

3.12.1. Owners and operators of Public Service Vehicles must exercise due care to diligently protect all freight from loss or damage, and the driver or operator may refuse to carry the commodities if not in proper condition, or if at the time of the offer, the vehicle is loaded to capacity, or owing to climatic conditions the property is liable to perish in transit.

Wrapping of Food Shipments.

3.13.1. Owners and operators of Public Service Vehicles shall not accept food for human consumption for transport or delivery unless such food is protected by a suitable wrapping or covering which shall preserve it from contamination.

Interline Shipments.

3.14.1. The owners and operators of a Public Service Vehicle may make arrangements with other owners whereby they may accept freight shipments for destination beyond the limits of their routes. All such shipments, subject to Regulations, shall be accepted by the owners of a Public Service Vehicle operated on lines over which the shipment is routed.

Refused Shipment.

3.15.1. In the event of refusal of any shipment carried by a Public Service Vehicle by consignee, the owner of that vehicle shall immediately notify the shipper of such refusal.

Marking of Freight.

3.16.1. (a) Upon the delivery of any article of freight for transportation by a Public Service Vehicle there shall be plainly marked thereon the name of the consignee and the destination thereof.

(b) This Regulation does not apply in cases where the shipment is from one consignor to one consignee and is the capacity load of the vehicle.

Payment of Charges.

3.17.1. (a) All charges must be prepaid or guaranteed on any shipment which, in the opinion of the carrier, would not at forced sale realize the total amount of charges due at destination.

(b) If charges due at destination are not paid on freight carried under guarantee, as provided in Clause (a) of this Regulation, each carrier shall look to his immediate connection for reimbursement.

(c) Freight refused at destination and returned to original shipper will be subject to regular tolls in each direction.

Packing.

3.18.1. Articles tendered for transportation shall be packed in a manner satisfactory to the carrier.

Fragile Articles.

3.19.1. Packages containing fragile articles, or articles packed in glass or earthenware must be marked—"Fragile—Handle with Care."

Weights.

3.20.1. In computing the charges on packages weighing more than fifty (50) pounds, in case the weight is a number of pounds in excess of an even multiple of five (5), the weight shall be computed at the number of pounds which is the next higher multiple of five (5).

Acceptance of Payment.

3.21.1. It shall be illegal for any Public Service Vehicle operator to accept payment on behalf of the consignor for goods delivered to a consignee except written permission has been secured from the consignor.

C.O.D. Charges.

3.21.2. The charge for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be in accordance with rates set for C.O.D. express shipments as recorded under **Section 2.15.13.** of these Regulations.

Time Limit.

3.22.1. All moneys collected for or on account of the shippers must be remitted to shippers within twelve days from date of collection.

Household Goods Tariff.

3.23.1. Special tariff for transportation of household goods by covered dust-proof moving vans, for distance as indicated.

NOTE—This tariff shall include all charges from point of shipment to destination except for such packing as may be necessary and agreed upon as between the shipper and the carrier.

Minimum Charge.

Miles	3,000 lbs. Minimum	Each ad- ditional 100 lbs.	Miles	3,000 lbs. Minimum	Each ad- ditional 100 lbs.
20	\$ 16.00	\$.48	210	\$ 88.00	\$1.34
25	17.00	.52	215	90.00	1.35
30	18.00	.56	220	92.00	1.36
35	19.00	.60	225	94.00	1.37
40	20.00	.64	230	96.00	1.38
45	22.00	.68	235	98.00	1.39
50	24.00	.72	240	100.00	1.40
55	26.00	.74	245	102.00	1.41
60	28.00	.76	250	104.00	1.42
65	30.00	.78	255	106.00	1.43
70	32.00	.80	260	108.00	1.44
75	34.00	.82	265	110.00	1.45
80	36.00	.84	270	112.00	1.46
85	38.00	.86	275	114.00	1.47
90	40.00	.88	280	116.00	1.48
95	42.00	.90	285	118.00	1.49
100	44.00	.92	290	120.00	1.50
105	46.00	.94	295	122.00	1.51
110	48.00	.96	300	124.00	1.52
115	50.00	.98	305	126.00	1.53
120	52.00	1.00	310	128.00	1.54
125	54.00	1.02	315	130.00	1.55
130	56.00	1.04	320	132.00	1.56
135	58.00	1.06	325	134.00	1.57
140	60.00	1.08	330	136.00	1.58
145	62.00	1.10	335	138.00	1.59
150	64.00	1.12	340	140.00	1.60
155	66.00	1.14	345	142.00	1.61
160	68.00	1.16	350	144.00	1.62
165	70.00	1.18	355	146.00	1.63
170	72.00	1.20	360	148.00	1.64
175	74.00	1.22	365	150.00	1.65
180	76.00	1.24	370	152.00	1.66
185	78.00	1.26	375	154.00	1.67
190	80.00	1.28	380	156.00	1.68
195	82.00	1.30	385	158.00	1.69
200	84.00	1.32	390	160.00	1.70
205	86.00	1.33	395	162.00	1.71

Miles	3,000 lbs. Minimum	Each ad- ditional 100 lbs.	Miles	3,000 lbs. Minimum	Each ad- ditional 100 lbs.
400	\$164.00	\$1.72	605	\$246.00	\$2.13
405	166.00	1.73	610	248.00	2.14
410	168.00	1.74	615	250.00	2.15
415	170.00	1.75	620	252.00	2.16
420	172.00	1.76	625	254.00	2.17
425	174.00	1.77	630	256.00	2.18
430	176.00	1.78	635	258.00	2.19
435	178.00	1.79	640	260.00	2.20
440	180.00	1.80	645	262.00	2.21
445	182.00	1.81	650	264.00	2.22
450	184.00	1.82	655	266.00	2.23
455	186.00	1.83	660	268.00	2.24
460	188.00	1.84	665	270.00	2.25
465	190.00	1.85	670	272.00	2.26
470	192.00	1.86	675	274.00	2.27
475	194.00	1.87	680	276.00	2.28
480	196.00	1.88	685	278.00	2.29
485	198.00	1.89	690	280.00	2.30
490	200.00	1.90	695	282.00	2.31
495	202.00	1.91	700	284.00	2.32
500	204.00	1.92	705	286.00	2.33
505	206.00	1.93	710	288.00	2.34
510	208.00	1.94	715	290.00	2.35
515	210.00	1.95	720	292.00	2.36
520	212.00	1.96	725	294.00	2.37
525	214.00	1.97	730	296.00	2.38
530	216.00	1.98	735	299.00	2.39
535	218.00	1.99	740	300.00	2.40
540	220.00	2.00	745	302.00	2.41
545	222.00	2.01	750	304.00	2.42
550	224.00	2.02	755	306.00	2.43
555	226.00	2.03	760	308.00	2.44
560	228.00	2.04	765	310.00	2.45
565	230.00	2.05	770	312.00	2.46
570	232.00	2.06	775	314.00	2.47
575	234.00	2.07	780	316.00	2.48
580	236.00	2.08	785	318.00	2.49
585	238.00	2.09	790	320.00	2.50
590	240.00	2.10	795	322.00	2.51
595	242.00	2.11	800	324.00	2.52
600	244.00	2.12			

Milk and Cream Shipments.

3.24.1. The consignor of milk or cream shipments shall attach to the said shipments a tag or label with the name and address of the consignee, and the carrier shall deliver such shipments to the consignee designated thereon and to no other.

Acceptance of Live Stock.

3.25.1. Every owner of a Public Service Vehicle engaged in the transportation of live stock shall refuse to accept animals for shipment which are in his opinion in such condition as to render them unfit for transportation.

Prohibited Shipments with Live Stock.

3.25.2. Milk, cream or other foodstuffs for human consumption shall not be carried along with live stock.

3.25.3. In isolated districts and upon securing a permit from the Board, Public Service Vehicles may transport milk and cream at the same time as live stock, providing that the milk and cream is carried in a satisfactory separate compartment.

Protection of Live Stock.

3.25.4. During the winter months when the temperature is below zero Fahrenheit, live stock being transported by truck must be protected by a canvas which shall completely enclose the sides, and ends of the body of the truck, and partially enclose the top thereof.

3.25.5. The operator shall take every precaution to see that poultry and live stock are not overcrowded either in crates or in the body of the truck.

3.25.6. When different species of live stock, or cattle and calves are being transported on the same load, the operator shall separate the different species, or the calves and cattle by a protecting partition.

3.25.7. For the purpose of this Regulation, cattle weighing up to three hundred (300) pounds only will be considered as calves.

Cleansing of Vehicle.

3.25.8. Any truck having previously been used for transporting cattle, horses, sheep or poultry, or for any offensive or putrefiable material of any kind whatsoever, shall not be used for the transportation of foodstuffs for human consumption until such

truck has been thoroughly cleansed, lime washed, and placed in a satisfactory sanitary condition.

Specifications for Truck Bodies for Carrying of Live Stock.

3.25.9. (a) Side rack, front rack, and rear rack not to be less than five (5) feet from floor to top of top rail.

(b) Racks twelve (12) feet long to fourteen (14) feet long and to have no less than six (6) stakes on each side.

(c) All racks over fourteen (14) feet long to add one (1) stake for every two (2) feet.

(d) Stakes to be not less than two (2) inches deep by two and one-half (2½) inches wide.

(e) Side boards to be not less than one (1) inch thick after planing.

(f) Side boards and end boards not to be any more than one and one-half (1½) inches apart for first four (4) feet from floor.

(g) Floor to be made of two (2) inch lumber, if soft wood, and one (1) inch lumber if hard wood.

(h) All stakes and side boards, also end boards, to be of some good hard wood.

(i) The floor of the body of the truck shall be provided with slats or covered with sand to prevent slipping.

LIVERY AND DRIVE YOURSELF

Livery License.

4.1.1. No person shall carry on the business of a liveryman until he has applied for and received a liveryman's license on the form prescribed by the Board. An additional certificate will be issued for each unit operated as livery or taxicab.

4.1.2. No person shall rent or cause to be rented, any livery or taxicab without a driver unless special permission has been endorsed on the certificate issued by the Board.

Seating Capacity.

4.2.1. Public Service Vehicles used as liveries or taxicabs may exceed the manufacturer's seating capacity by one person only. Any infraction of this Regulation will be cause for immediate cancellation of the certificate.

List of Drivers.

4.3.1. The holder of a liveryman's certificate shall at any time when requested to do so, submit to the Board a complete

list of all drivers in his employ and all such drivers must carry in addition to a chauffeur's license, a medical certificate as required under **Section 1.18.1.** of these Regulations. The holder of the certificate shall immediately notify the Board of the dismissal of any driver, giving the reason therefor.

Livery and Taxicab Insurance.

4.4.1. All owners of motor vehicle certificates for operation as liveries or taxicabs shall take out and keep in force and effect in respect of each vehicle operated, with a company authorized to transact the business of motor vehicle insurance, a policy of public liability insurance including thereon passenger hazard in the sum of five thousand dollars (\$5,000) for each person, and subject to that limit for each person in the sum of ten thousand dollars (\$10,000) for bodily injuries or death of more than one person in any one accident.

Insurance for Drive Yourself Cars.

4.4.2. All owners of motor vehicles suitable for the carriage of passengers and kept for the purpose of being rented without a driver shall take out and keep in force and effect in respect of each such vehicle, in a company authorized to transact the business of motor vehicle insurance in the Province, a policy of public liability and property damage insurance. Such policy shall protect the third parties other than passengers who may sustain personal injuries or property damage by reason of the operation of the motor vehicle by the person to whom the same is rented from time to time or by the employee or employer of such person, in the sum of five thousand dollars (\$5,000), for each person, and subject to that limit for each person, in the sum of ten thousand dollars (\$10,000) for bodily injuries to, or the death of, more than one person in any one accident, and in the sum of one thousand (\$1,000) dollars property damage for each accident.

FEES

Registration Fees.

5.1.1. All Public Service and Commercial Vehicles shall register with the Highway Traffic Board and pay the following registration fees:

5.1.2. Length of wheel-base in inches,—

For motor vehicles not exceeding 100 inches.....	\$10.00
Exceeding 100 inches but not over 105 inches.....	12.50
Exceeding 105 inches but not over 110 inches.....	15.00

Exceeding 110 inches but not over 115 inches.....	\$20.00
Exceeding 115 inches but not over 120 inches.....	25.00
Exceeding 120 inches but not over 125 inches.....	27.50
Exceeding 125 inches but not over 130 inches.....	30.00
Exceeding 130 inches but not over 135 inches.....	32.00
For every motor vehicle exceeding 135 inches....	35.00

5.1.3. In the case of motor vehicle models of the year 1928 and prior thereto, which are either passenger cars or passenger cars converted into trucks so as to permit same to be used for the carriage of goods and materials, the fees are as follows (these fees do not apply to any factory-built truck):

Schedule of Fees.

Not exceeding 100 inches.....	\$ 8.00
Not exceeding 105 inches.....	10.50
Not exceeding 110 inches.....	13.00
Not exceeding 115 inches.....	15.50
Not exceeding 120 inches.....	18.00
Not exceeding 125 inches.....	21.00
Exceeding 125 inches.....	24.00

5.1.4. The foregoing fees shall include the cost of one set of number plates.

5.1.5. For the registration of a motor vehicle:

- (a) Owned and used by the Dominion Government, Government of the Province of Alberta, or any Municipality or School District (except school vans) within the Province, or owned by the Federal Government of the United States of America and operated within the Province for war purposes only \$ 1.00
- (b) Owned and used by members of the Royal Canadian Mounted Police..... 1.00
- (c) Trucks or trailers used exclusively for the transportation of fire fighting equipment..... 1.00
- (d) Motor vehicles operated in outlying districts which are not connected with a public highway system of the Province, and motor vehicles operated solely on private roads not constructed by Provincial Government or any municipality..... 1.00
- (e) School vans and busses used solely for the transportation of children to and from school..... 2.00

- (f) Sunday School vans or Mission busses the sole property of a religious organization or denomination and used solely for religious purposes.....\$ 2.00
- (g) Ambulances owned and used by workers' organizations, such as coal miners, and not for compensation 2.00
- (h) Owned and used by other police constables or officers 10.00
- (i) Rubber tired tractors Nil

Bus Fees.

5.2.1. In addition to the registration fees, the following fees shall be paid for certificates, for operation of Public Service Vehicles used for the transportation of passengers:

Fees for the operation of a Public Service Vehicle used for transportation of passengers and express over a specified route, any operation of which is outside the corporate limits of a city, town or village, shall be the following mileage fee:

For each mile travelled by the vehicle over a gravel surfaced road outside the limits of any city, 1/15 of one cent multiplied by the number of passengers the vehicle is licensed to carry. For each mile so travelled over a dirt road outside the limits of any city, 2/45 of one cent multiplied by the number of passengers the vehicle is licensed to carry.

5.2.2. All mileage fees shall be paid to the Highway Traffic Board within a month following the date on which statement of the account was rendered, and the omission to make any such payment may be the cause for the suspension of the certificate for operation of the vehicle, and in case the person liable for the payment is the owner or operator of more than one such vehicle, may be a cause for suspension of the certificate for the operation of each such vehicle.

Livery and Taxicabs.

5.3.1. Fee for a liveryman's certificate to operate motor vehicles as liveries or taxicabs.....\$10.00

Fee for operation of each unit operated under such certificate\$1.00

Drive Yourself Cars.

5.4.1. (a) Fee for the certificate issued for the operation of motor vehicles suitable for the carriage of passengers, and kept for the purpose of being rented without a driver.....\$10.00

(b) Fee for the operation of each unit operated under such certificate\$1.00

Additional Fees, Trucks and Trailers.

5.5.1. The undermentioned fees are in addition to the fees for registration:

	P.S.V.	C.V.
Gross weight not exceeding 3,000 lbs.	\$ 25.00	\$ 12.50
Exceeding—		
3,000 lbs. but not exceeding 4,000 lbs.	30.00	15.00
4,000 lbs. but not exceeding 5,000 lbs.	35.00	25.00
5,000 lbs. but not exceeding 6,000 lbs.	40.00	35.00
6,000 lbs. but not exceeding 7,000 lbs.	45.00	45.00
7,000 lbs. but not exceeding 8,000 lbs.	55.00	55.00
8,000 lbs. but not exceeding 9,000 lbs.	65.00	65.00
9,000 lbs. but not exceeding 10,000 lbs.	75.00	75.00
10,000 lbs. but not exceeding 11,000 lbs.	90.00	90.00
11,000 lbs. but not exceeding 12,000 lbs.	105.00	105.00
12,000 lbs. but not exceeding 13,000 lbs.	120.00	120.00
13,000 lbs. but not exceeding 14,000 lbs.	135.00	135.00
14,000 lbs. but not exceeding 15,000 lbs.	150.00	150.00
15,000 lbs. but not exceeding 16,000 lbs.	170.00	170.00
16,000 lbs. but not exceeding 17,000 lbs.	190.00	190.00
17,000 lbs. but not exceeding 18,000 lbs.	210.00	210.00
18,000 lbs. but not exceeding 19,000 lbs.	230.00	230.00
19,000 lbs. but not exceeding 20,000 lbs.	250.00	250.00
20,000 lbs. but not exceeding 21,000 lbs.	270.00	270.00
21,000 lbs. but not exceeding 22,000 lbs.	290.00	290.00
22,000 lbs. but not exceeding 23,000 lbs.	310.00	310.00
23,000 lbs. but not exceeding 24,000 lbs.	330.00	330.00
24,000 lbs.		350.00

Trucks or trailers operated within the corporate boundaries of a city and an area having a radius of five miles therefrom,—

Having a manufacturer's rated carrying capacity of not more than 2,000 lbs.\$5.00

All trucks and trailers having a manufacturer's rated carrying capacity in excess of 2,000 lbs.*Half the regular fees*

Exceptions.

5.6.1. (a) Trucks or trailers used exclusively by farmers, ranchers or market gardeners in the transportation of their own goods only.....*No charge*

(b) Pole trailers used in transportation of oil well equipment including casings and pipes and for the transportation of lumber or poles\$15.00

(c) Trailers used exclusively for delivery of grain binders are exempted as Commercial Vehicles.

(d) Vehicles equipped with winches and other operating equipment used in connection with oil well drilling and which vehicles are rarely used on the Provincial Highways... *Half fees*

(e) Vehicles equipped with machinery such as used for gravel loading, cement mixing and loading or similar activities\$25.00

(f) Trucks or trailers used within the corporate boundaries of a city *Nil*

(g) Trucks or trailers operated within the corporate boundaries of towns or villages and to points not more than five miles from the said boundaries..... *Nil*

(h) Trucks or trailers used for the collection of His Majesty's Mail *Nil*

(i) Trucks or trailers used as an ambulance or hearse... *Nil*

(j) Trucks used exclusively for the purpose of towing in disabled vehicles\$1.00

(k) Trucks or trailers having a manufacturer's rated carrying capacity of not more than 1,500 pounds owned and operated by mechanics for the sole purpose of carrying tools required in connection with their work.....\$1.00

(l) Trucks having a manufacturer's rated carrying capacity of not more than one thousand (1,000) pounds and used for personal transportation and not for commercial hauling.....\$1.00

(m) Trucks or trailers used exclusively for the transportation of equipment used for water well drilling when such equipment is permanently attached to the deck or chassis of the truck or trailer.....\$1.00

5.6.2. Certificates may be issued to truck operators where trucks have been previously registered during the existing fiscal year and obtained either a Class "F", "C" or "X" certificate for the purpose of allowing such operators to use the said truck for the transportation of grain and/or sugar beets, and in the case of "F" registration, at the discretion of the Board, to include coal for a period of three months only on payment of a fee of twenty-five dollars (\$25.00). On the return of the license plates on or before the expiration date of the certificate, a ten dollar (\$10.00) refund will be allowed.

5.6.3. In special cases, and upon application, the Board at their discretion may issue certificates and plates for temporary operation for a period not to exceed three months, upon payment of the annual fees. Upon return of the certificate and plates issued for such temporary operation, a refund may be made on the basis of the full fee, less a *pro rata* charge for the months used. Any portion of a month shall be considered as a full month.

5.6.4. Automobiles and/or two-wheeled trailers hauled behind motor vehicles, used as Public Service Vehicles for the transportation of milk and cream in cans, but not in excess of forty (40) gallons per trip.....\$10.00

5.6.5. Rubber tired tractors when used as motor power for towing trailers and engaged in business of transporting goods for compensation\$25.00

When used as Commercial Vehicles.....\$15.00

Where a farmer operates a rubber tired tractor for the purpose of towing a trailer to carry his own products to market, a permit may be obtained for a period not in excess of two weeks for a fee of.....\$1.00

5.6.6. Public service and Commercial Vehicles registered in the Provinces of Saskatchewan and Manitoba for operation in those provinces may, upon application and upon proof of such registration, be registered in the Province of Alberta upon payment of one-half the fees as set out under **Sections 5.1.2.** and **5.5.1.** of these Regulations.

5.6.7. (a) Upon application to the Board and after consideration of the facts, Public Service and Commercial Vehicle certificates may be issued to owners of motor vehicles other than trucks for the transportation of freight as limited on the certificates, upon payment of a fee of ten dollars (\$10.00).

(b) In the case of automobiles so certificated, the Rules and Regulations under authority of The Public Service Vehicles Act, other than the fees provided for under Subsection (a) above, shall not apply, such automobiles shall be governed by The Vehicles and Highway Traffic Act, under which they are required to be registered.

Miscellaneous Fees.

5.7.1. (a) For each permit for a truck to carry passengers in outlying districts where there are no transportation facilities, providing they are not carried for compensation.....\$.50

(b) Holders of a Public Service Vehicle certificate may apply to the Board for a permit to carry a limited number of passengers for compensation from an outlying district. The Board at its discretion and after consideration of the available transportation facilities from said district, may issue such permit, fee per month for the number of months for which the said permit is granted.....\$2.00

(c) For each permit for a foreign truck making a special trip into the Province for transporting freight for compensation or sale, providing that this shall not apply to farm trucks so licensed in the Province of Saskatchewan, when not operated for compensation and while carrying the farmer's own products and supplies, for each ton mile, one cent (1c), with minimum of 50c.

(d) For each permit for a truck or trailer to operate outside the city limits, one cent per ton mile, net load, minimum 50c. Permits limited to one per month.

(e) For each permit for a foreign motor vehicle making special trips into the Province for compensation when transporting passengers, the sum of 1/10 of one cent for each mile of the permitted trip, multiplied by the number of passengers for whom seating accommodation is provided in the vehicle, or the sum of fifty cents (50c), whichever sum is the greater.

(f) For each replacement of number plates (single or pair) destroyed or lost\$1.00

(g) For each search of records.....\$.25

(h) For each list of names, the sum of 2 cents for each name or the sum of 25 cents, whichever sum is the greater.

(i) For each report of a public hearing of the Highway Traffic Board, each folio page 8" x 10".....\$.10

(j) For each duplicate certificate.....\$.25

(k) For each permit for Class "C" trucks to transport hunting, fishing, or other outing parties and their camping equipment, per day\$.50

(l) Permits may be issued to holders of Public Service or Commercial certificates covering trucks of not more than three-quarter ton capacity, to transport the members of their own family for pleasure purposes only, beyond the city limits or beyond the five-mile radius of the town or village in which they are licensed to operate, on payment of a monthly fee of....\$.50

(m) Permits may be issued to Public Service and Commercial operators for the purpose of transporting parties of pas-

sengers on trucks on special occasions on payment of a fee of\$1.00

(n) Provided that the annual registration fee has been paid, special trip permits may be issued to Public Service and Commercial Vehicles manufactured previous to the year 1935, and having a carrying capacity not in excess of three (3) tons, for the purpose of moving buildings, on payment of a fee of...\$5.00

(o) Permits for the purpose of transporting unlicensed vehicles from other points of the Province to the Alaska Highway, said vehicles to carry war materials, upon payment of a permit fee of five dollars (\$5.00). Only one permit, however, may be issued during any one year.

(p) Trucks owned by the Federal Government of the United States of America and operated by any Department of the said Government or leased by them to any contracting firms for the purpose of transporting war materials, or materials for use in connection with the construction of the Alaska Highway, or similar construction projects connected with the war effort, when operated regularly in the Province must be registered with the Highway Traffic Board and carry a Class "G" license plate. Such plates and certificates shall be issued on application of the operator and on payment of a fee of one dollar (\$1.00) per truck. When such trucks are passing through the Province in transit only, the operator may be granted an In Transit permit for a period of not more than fourteen (14) days. Such permit shall be granted free of cost, but if the truck is in the Province at the end of that period, the operator must register and pay the registration fee. Private persons, firms or corporations operating their own trucks under contract for the purpose of transporting war materials or proceeding over the highways of the Province for the purpose of engaging in such work, must register with the Highway Traffic Board and may secure a Public Service Vehicle certificate which may be designated by the issue of a special license plate, and such certificate shall restrict the operation of such trucks to the transportation of commodities essential for the carrying out of contracts in connection with war construction or construction and maintenance of Provincial highways. Any departure from the restrictions imposed by the certificate may be taken as cause for the cancellation of the same, and in such case no refund of fees will be allowed. In the case of dispute, the Highway Traffic Board may request proof of ownership of the truck.

Reduction.

5.8.1. (a) After the 31st day of August in any year, registration and Public Service or Commercial Vehicle fees shall be as set out in **Sections 5.1.2. and 5.5.1.**, less 40 per cent.

(b) After the 31st day of December in any year, registration and Public Service or Commercial Vehicle fees shall be as set out in **Sections 5.1.2. and 5.5.1.**, less 75 per cent.

Refunds.

5.9.1. On the return to the Highway Traffic Board on or before the 10th day of January in each year, of Public Service or Commercial Vehicle plates for which fees have been collected, accompanied by a written statement signed by the certificate holder that the vehicle is not to be further operated in the current year, twenty (20) per cent of the original fee paid as authorized under the Regulations of the Board may be refunded from the general revenue of the Province, providing, however, that no refunds shall be allowed where the original fee charged was two dollars (\$2.00) or less.

5.9.2. In cases where a Public Service Vehicle or a Commercial Vehicle has been registered under The Vehicles and Highway Traffic Act and The Public Service Vehicles Act, and the registrant of such vehicle has joined His Majesty's Service; or where the operation of such vehicle so registered is required to cease as a result of any Regulation or order passed by the Federal authorities, a refund may be made to the holder of the certificate for such vehicle, on a proportionate basis, any portion of a month for which such vehicle is registered to be considered as one month.

5.9.3. Upon surrender of license plates and upon submission of a Statutory Declaration to the effect that,—

(a) the vehicle which has been registered under the said license number during the current year has been permanently removed from the Province;

(b) the said vehicle has been so burned or damaged that it cannot be repaired or again used as a motor vehicle,—

the Board may allow a refund equal to 50 per cent of the unused portion of the license fee paid, each portion of a month to be considered as a full month.

5.9.4. In the case of the transfer of a truck having a gross weight less than that for which the original certificate was issued, the owner may be granted a refund equal to the difference

between the higher fee originally paid and the fee assessable for the lower gross weight, subject to any discount which may be in effect at the time of the transfer, as provided for in **Sections 5.8.1. and 5.8.2.** of the Regulations.

5.9.5. Private persons, firms or corporations owning trucks and operating the same for the purpose of carrying war materials under contract may, on the return of their license plates at any time previous to the 10th day of January in the year following the date of issue, be entitled to a refund on the basis of $1/12$ of the purchase price for each full month of the unexpired portion of the fiscal year in which the same was purchased, but no such refund shall exceed 75 per cent of the amount paid for the license, and no refund shall be allowed for the return of plates after the said 10th day of January.

5.9.6. In special cases, and upon application, the Board at their discretion may issue certificates and plates for temporary operation for a period not to exceed three months, upon payment of the annual fees. Upon return of the certificate and plates issued for such temporary operation, a refund may be made on the basis of the full fee, less a *pro rata* charge for the months used. Any portion of a month shall be considered as a full month.

5.9.7. Operators of Public Service and Commercial Vehicles domiciled in Alberta within 25 miles of the Saskatchewan border which are certificated to transport freight in the Province of Alberta and which have been licensed for similar operation in the Province of Saskatchewan, may be refunded from the general revenue of the Province one-half of the Alberta fee paid, provided evidence of the amount paid to the Saskatchewan Board accompanies the application for refund.

Transfer of Ownership.

5.10.1. License plates may be transferred together with the vehicle for which they were originally issued from the original owner to a new owner, for a fee of one dollar (\$1.00). (License plates only cannot be transferred without permission of the Board.)

Transfer of New Vehicle.

5.10.2. The owner of a Public Service or Commercial Vehicle may transfer license plates from a vehicle registered in his name to another vehicle having the same wheel-base and/or gross weight, upon payment of a fee of one dollar (\$1.00).

5.10.3. When the holder of a Public Service Vehicles or Commercial Vehicle certificate in any one year wishes to transfer the same to another truck which has a greater wheel-base and/or gross weight than the one for which he obtained the original certificate, he may do so on payment of an additional sum which, when added to the original fee, equals the fee chargeable for the larger wheel-base and/or gross weight as per **Sections 5.1.2. and 5.5.1.** of the Regulations, subject to any discount which may be in effect at any time of the transfer, as provided for in **Sections 5.8.1. and 5.8.2.** of the Regulations.

Exchange of Plates.

5.11.1. (a) At any time during the same fiscal year, an operator of a "Motor Vehicle" having paid the registration fee for such "Motor Vehicle," on payment of the fee of one dollar (\$1.00) may have the plates received for such registration exchanged for any other type of motor vehicle, the property of the same operator; provided that if the motor vehicle to which the registration is being exchanged has a longer wheel-base, in addition to the one dollar (\$1.00) exchange fees the difference in current license fees in effect at the time the exchange is effected, shall be collected by the Department issuing the new plates, and provided that in the case of plates originally purchased from the Provincial Secretary's Department for Motor Vehicles, models of the year 1928 and prior thereto, being presented for exchange for plates to be issued by the Highway Traffic Board, the fees chargeable for such plates shall be in accordance with the fees set out under **Section 5.1.2.** of these Regulations.

(b) If the exchange is from the Provincial Secretary's Department to the Highway Traffic Board or *vice versa*, the Department issuing the new plates shall first receive a certificate from the Department issuing the original plates, showing particulars of the original issue together with the amount paid.

(c) For the purpose of calculating the current fees for exchanging passenger car plates for truck plates, and *vice versa*, in accordance with the above provisions, licenses will be valued at the following percentage of the yearly fee:

From the first of April to August 31st.....	100%
From the first of September to December 31st....	60%
From the first of January to March 31st.....	25%

5.11.2. The registered owner of a Public Service or Commercial Vehicle may exchange plates issued for the said motor

vehicle for any class of Public Service or Commercial Vehicle plates, upon payment of a fee of one dollar (\$1.00), provided, however, that any additional fees as required are also paid.

SCHOOL VANS.

Regulations for the Operation of School Vans.

6.1.1. No motor vehicle shall be operated as a Public Service or Commercial Vehicle for the purpose of conveying school children to and from school unless the owner, or the School Board with which the owner has agreed or contracted to perform such service, has made application and obtained a certificate from the Highway Traffic Board for the said purpose.

Fee.

6.2.1. The fee for the issue of a School Van certificate shall be two dollars (\$2.00) per annum and shall include the registration of the said vehicle when the same is to be used exclusively as a School Van.

Certificates.

6.2.2. The certificate issued by the Highway Traffic Board shall be for the exclusive use of such motor vehicle as a school van and shall not exempt the owner from the purchase of the regular registration certificate when the vehicle is to be used at any time for any other purpose.

6.2.3. The certificate issued by the Board shall be framed and carried in the vehicle at all times.

Application by School Board.

6.3.1. Any School Board may make application to the Highway Traffic Board for any number of school van certificates and license plates which may be required for the operation of school vans throughout the year, and in making application must give full particulars in regard to any school vans owned and operated by, or on behalf of the School District and used exclusively as school vans. This information, however, will not be required in the case of a private passenger car which may be engaged for a limited period only as a school van, notwithstanding the fact that such vehicle while being used as a school van must carry a certificate and a set of license plates issued by the Board.

Transfer of Certificate and Plates.

6.4.1. The School Board shall have the right to transfer certificates and license plates from one vehicle to another without

notifying the Highway Traffic Board except in the case of a transfer of a certificate to a new van owned and operated by, or on behalf of the School Board and used exclusively as a school van.

Seating Facilities.

6.5.1. Every motor vehicle used as a school van shall provide adequate seating facilities for the accommodation of the children carried.

Speed.

6.6.1. No motor vehicle while being operated as a school van, and while carrying school children as passengers, shall travel at a speed in excess of thirty-five (35) miles per hour.

Level Crossings.

6.6.2. Every driver of a motor vehicle being operated as a school van on coming to a railway crossing shall bring the vehicle to a full stop at a distance of not less than fifteen (15) feet and not more than fifty (50) feet from the nearest rail before traversing the crossing, and shall not proceed until he is satisfied that it is safe to do so.

Vehicles Entering Main Highway.

6.6.3. Every motor vehicle used as a School van and being about to enter upon any main Provincial Highway, shall be brought to a full stop at a point not less than ten (10) feet and not more than fifty (50) feet from the surface part of such highway, and shall not enter upon such highway either for the purpose of crossing the same or of proceeding along the same, until the conditions of traffic on such highway are such that the vehicle can enter upon such highway with reasonable safety.

Tires.

6.7.1. Every motor vehicle being operated as a school van, shall be equipped with an extra tire.

Compliance with Regulations.

6.8.1. Every motor vehicle operated as a school van and having a carrying capacity of more than seven (7) passengers and an extreme width of more than eighty (80) inches, shall comply with the provisions of the general regulations of the Highway Traffic Board as stated herein.

Clearance Lights.

6.8.2. Every school van having a width in excess of eighty (80) inches at any part, shall carry four clearance lamps in a conspicuous position as near the top as practicable, one on each side of the front which shall cast a green light only, and one on each side of the rear which shall cast a red light only. The lights so used shall be visible in normal atmospheric conditions from a distance of at least five hundred (500) feet, and during the period between sunset and sunrise, or at any time when the atmospheric conditions are such that objects on the public highway are not plainly visible at a distance of three hundred (300) feet, the said clearance lamps shall be alight.

Flares.

6.8.3. (a) Flares, lamps, lanterns or fusees, which are capable of being visible under normal atmospheric conditions from a distance of at least five hundred (500) feet, shall be carried at all times by all school vans.

(b) When at any time during the period between one hour after sunset and one hour before sunrise, a school van has become stationary for any reason whatsoever upon any highway outside the boundaries of a city, town or village, and

- (i) The lighting equipment required by The Public Service Vehicles Act and/or The Vehicles and Highway Traffic Act, is disabled, the driver or other person in charge of such vehicle, shall immediately cause two such flares, lamps or lanterns or fusees to be lighted, and placed on the highway, one at a distance of approximately one hundred (100) feet in front of the vehicle and the other at a distance of approximately one hundred (100) feet at the rear of the vehicle;
- (ii) The lighting equipment is not disabled, the driver or other person in charge of such vehicle shall, after a period not exceeding ten (10) minutes, proceed to set out flares, lanterns or fusees as provided for above.

Insurance.

6.9.1. No certificate for the operation of a school van shall be issued by the Board unless the vehicle is covered by a passenger hazard insurance policy with public liability of five thousand dollars (\$5,000), and ten thousand dollars (\$10,000), and a copy of such has been deposited with the Highway Traffic Board previous to the issue of the certificate.

Drivers.

6.10.1. Every driver of a motor vehicle which is used as a school van shall hold a chauffeur's certificate issued by the Highway Traffic Board.

Inspection.

6.11.1. Any officer of the Highway Traffic Board or any member of the R.C.M.P. may at any time inspect any motor vehicle used as a school van, and report in regard to the condition of the same to the Highway Traffic Board.

6.11.2. The Highway Traffic Board may at any time direct that any motor vehicle used as a school van, shall be inspected by any party named by them, and that if such vehicle is found to be in an unsatisfactory condition, may require the owner to have the same repaired within a stated period, or may direct that the certificate issued for the operation of such van be cancelled.

Cancellation of Certificate.

6.12.1. The Highway Traffic Board shall have the right to cancel any certificate issued for the operation of a school van, if it is found that the driver of the same is not a fit person to perform his duties, and may direct that the School Board cancel the contract.

Prohibited Practices.

6.13.1. No motor vehicle used as a school van shall, when conveying school children, carry any inflammable or explosive commodities which might endanger the lives of the passengers.

Emergency Exit.

6.14.1. Every motor vehicle used as a school van, with closed-in body, shall provide either a door in the centre of the rear of the vehicle, or one on each side of the rear, and all such doors shall be equipped with fasteners which can be operated from the inside of the body of the van.

Prohibition—Coal and Wood Heaters.

6.15.1. No owner of a motor vehicle used as a school van, shall install in such vehicle a coal or wood heater.

Exemptions.

6.16.1. These Regulations shall not apply to any motor vehicle conveying children to and from school where the School

Board is paying the parent or guardian of such child or children, a grant in lieu of furnishing transportation.

DEPOT REGULATIONS

Interpretation.

7.1.1. For the purpose of this order "Depot" means any place of business within any city, which has a population in excess of five thousand (5,000), where goods and/or chattels and/or express are received for re-shipment to a consignee by motor vehicle.

Application.

7.2.1. Every person, persons or corporation in any incorporated city with a population in excess of five thousand (5,000), who maintain a depot shall be in possession of a license from the Highway Traffic Board authorizing them to carry on such a business. Application for such licenses shall be made to the Highway Traffic Board, and shall be accompanied by such information as the Board may require.

Power of Board.

7.3.1. The Board, after consideration, shall have the power to grant or deny any application, and before doing so, shall investigate,—

- (a) The location of, or proposed location of the said depot;
- (b) The facilities provided for the receiving and re-shipment of goods;
- (c) The provision for the recording of all goods received for re-shipment.

Insurance.

7.4.1. (a) Every person to whom a license has been granted for the operation of a depot, shall take out and keep in force a policy of insurance against loss or damage by fire, burglary or theft, covering goods held in storage, to the amount of two thousand dollars (\$2,000).

(b) A policy of guaranty insurance satisfactory to the Board in the sum of one thousand dollars (\$1,000), covering the payment to the consignor of all sums collected by the depot operator on behalf of the consignor.

Fee.

7.5.1. The fee for a license to operate a depot shall be ten dollars (\$10.00), and all licenses shall expire at the end of the fiscal year in which they are issued.

Registration With Depot.

7.6.1. Every Public Service Vehicle operator who enters into a city where depots have been established, shall only be allowed pick-up privileges in that city on condition that he registers with one of the depots and that his registration has been approved by the Highway Traffic Board, provided, however, that this shall not apply in the case of a Public Service Vehicle where the owner picks up at any one location a load equal to seventy-five (75) per cent of the carrying capacity of his truck, in accordance with the Regulations of the Highway Traffic Board governing loads, based on tire equipment.

Records.

7.7.1. Complete records must be kept by all depots of all shipments of freight or express handled in and out of such depots, in such a way that all shipments may be traced to the party or parties receiving the same. Such records shall be kept for a period of at least one year, and in such a way as to be available for the inspection of the Board's representatives.

Reports.

7.8.1. The Board may require the operators of depots to submit periodical reports which may be found necessary for the proper supervision of such depots.

Condition of Depots.

7.9.1. Depots shall at all times be kept in a condition approved by the representatives of the Board.

Conduction of Business.

7.10.1. Every owner of a truck depot shall conduct his business in such a way as to economize as far as possible in the use of rubber and gasoline in the picking up and delivering of goods, and the Board shall have the power at any time to order the pooling of services for this purpose.

Notification to Shipper.

7.11.1. Every owner of a depot shall notify the shipper within a period of twenty-four (24) hours of any failure to ship perishable goods to their final destination.

C.O.D.'s.

7.11.2. Every owner of a depot shall notify the shipper of C.O.D. orders not delivered or claimed, within a period of three days from the receiving of same.

Hours of Operation.

7.12.1. Pick-up and delivery privileges shall not be allowed any Public Service Vehicle or Commercial Vehicle, nor any wholesale or retail dealer in any city for re-shipment through a depot, to a point outside the city limits, except between the hours of 7 a.m. and 5:30 p.m. This, however, shall not apply to trucks which have commenced loading previous to 5:30 p.m.

7.12.2. Unless orders have been received at a depot previous to 3:30 p.m. on any day, trucks will not be permitted to pick up such orders until the following day.

7.12.3. Depots shall be closed to the public between the hours of 6 p.m. and 8 a.m.

Liability.

7.13.1. Every person, persons or corporation who receive goods, merchandise or express for re-shipment beyond the boundaries of the city in which they are situated, shall be deemed to be operating a depot and shall be liable to prosecution for any failure to comply with the Regulations set out herein.

Bills of Lading.

7.14.1. Every shipper of goods in any city where depots have been established shall, when shipping goods beyond the limits of the said city, prepare a detailed bill of lading in triplicate on an approved bill of lading form; the original copy to be signed by the manager or an employee of the manager of the depot, and retained by the shipper; the duplicate copy to be signed by the truck operator and retained by the depot manager; the triplicate copy to be signed by the consignee and retained by the truck operator. The receipted bill of lading shall be filed and retained for a period of at least twelve months and shall be available for inspection by any officer of the Highway Traffic Board when so required.

Signs on Vehicles.

7.15.1. Upon every Public Service Vehicle not used solely for the carrying of passengers and express only, and which has

been registered at a depot, there shall be conspicuously painted or otherwise displayed on each side of such vehicle, in letters not less than three inches in height, the word "Depot" followed by the license number of the depot where the truck is registered.

Service Charges.

7.16.1. The Highway Traffic Board shall have the power to fix charges for service granted at depots, or they may at their discretion require any depot to submit its schedule of charges and may approve, reject or amend the same.

CHAUFFEURS' LICENSES

Section 2 (a) of The Vehicles and Highway Traffic Act, being Chapter 275 of the Revised Statutes of Alberta, 1942, quotes the following definition:

"'Chauffeur' means any person who drives or operates any motor vehicle for the transportation of persons or property, who receives any compensation for so doing by wages, commission or otherwise, paid directly or indirectly, or who as owner or employee drives or operates a motor vehicle carrying passengers or property for gain or reward."

Drivers' licenses are issued by the Provincial Secretary's Department, Edmonton. Chauffeurs' licenses are issued by the Highway Traffic Board, Edmonton.

Application.

8.1.1. Application shall be made on the form prescribed by the Board.

Temporary Permits.

8.2.1. Temporary permits shall only be issued on condition that the parent or guardian of applicant endorses the application form. The permit issued shall be for the operation of a vehicle or vehicles owned by a specified employer, and the Board may require that such vehicle or vehicles be covered by satisfactory public liability and property damage insurance. Such permits shall be issued for a specified period and may be renewed. The Board may, if deemed advisable, request that the applicant take a driver's test from a member of the R.C.M.P. or an Inspector of the Highway Traffic Board. Before any temporary permit is issued, the applicant must produce a driver's license issued by the Provincial Secretary's Department for the fiscal year in which the application is made.

Period of License.

8.3.1. All chauffeurs' licenses shall expire on the 31st day of March following the date of issue.

Fees.

8.4.1. Fees for a chauffeur's license shall be \$3.00 per annum, providing, however, that if the license is issued after the 1st day of January in any fiscal year, the fee for the balance of that fiscal year shall be \$1.00, and further providing that no fee shall be required from an applicant to drive a van or conveyance for the purpose of carrying pupils to and from school only.

8.4.2. The fee for a chauffeur's license for an employee of the Provincial Government of Alberta shall be one dollar (\$1.00).

8.4.3. The fee for the issue of a temporary permit shall be the sum of fifty cents (50c) for a period of six months or less, and one dollar (\$1.00) for a period of one year.

8.4.4. Fees for the duplicate issue of a chauffeur's badge:

- (a) Metal \$.50
- (b) Other materials25

8.4.5. Fees for the duplicate issue of a license card... .50

Reverse Side Form "A"

CONDITIONS

1. The carrier of any of the goods herein described shall be liable for any loss thereof or damage thereto except as hereinafter provided.

2. In the case of shipments from one point in Alberta to another point in Alberta handled by two or more carriers, the carrier issuing this bill of lading, in addition to his other liability hereunder, shall be liable for any loss, damage or injury to such goods from which the other carrier is not by the terms of this bill of lading relieved, caused by or resulting from the act, neglect or default of any other carrier to which such goods may be delivered in Alberta, or over whose motor vehicle route or routes such goods may pass in Alberta, the onus of proving that such loss was not so caused or did not so result being put upon the carrier issuing this bill of lading. The carrier issuing this bill of lading shall be entitled to recover from the other carrier on whose motor vehicle, route or routes the loss, damage or injury to the said goods shall have been sustained, he may be required to pay hereunder as may be evidenced by any receipt, judgment or transcript thereof.

Nothing in this section shall deprive the holder of this bill of lading or party entitled to the goods of any remedy or right of action which he may have against the carrier issuing this bill of lading or any other carrier.

3. The carrier shall not be liable for loss, damage, or delay to any of the goods herein described, caused by an act of God, the King's enemies, riots, strikes, defect or inherent vice in the goods, or the act or default of the shipper or owner, the authority of law, or by quarantine.

4.—(a) No carrier is bound to transport said goods by any particular motor vehicle or in time for any particular market or otherwise than with due dispatch, unless by specific agreement endorsed hereon. Every carrier in case of physical necessity shall have the right to forward said goods by any conveyance or route between the point of shipment and the point of destination; but if such diversion be from a motor vehicle to any other conveyance the liability of the carrier shall be the same as though the entire carriage were by motor vehicle.

(b) The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the goods at the place and time shipment under this bill of lading (including the freight and other charges if paid), unless a lower value has been represented in writing by the shipper or has been agreed upon, in any of which events such lower value shall be the amount to govern such computation whether or not such loss or damage occurs from negligence.

(c) When the goods are carried at owner's risk such conditions are intended to cover only such risks as are necessarily incidental to transportation and shall not relieve the carrier from liability for any loss, damage or delay which may result from any negligence or omission of the carrier, its agents or employees, and the burden of proving freedom from such negligence or omission shall be on the carrier.

(d) Notice of loss, damage or delay must be made in writing to the carrier at point of delivery, or to the carrier at the point of origin within thirty days after delivery of the goods, or in case of failure to make delivery, then within thirty days after a reasonable time for delivery has elapsed.

(e) Any carrier or party liable on account of loss of or damage to any of said goods, on re-imbursing to the insured the premium paid in respect thereof, shall have the full benefit of any insurance that may have been effected upon or on account of said goods, so far as this shall not void the policies or contracts of insurance.

5. No carrier shall be bound to carry any documents, specie or any article of extraordinary value unless a special agreement to do so (the duty of obtaining such special agreement to be on the carrier when the nature of the goods is disclosed herein) and a stipulated value of the articles is endorsed hereon. If such goods are carried without a special agreement and the nature of the goods is not disclosed hereon the carrier shall not be liable for any loss or damage thereto.

6. The owner or consignee shall pay the freight and all other lawful charges accruing on said goods, and, if required, shall pay the same before delivery. If upon inspection it is ascertained that the goods shipped are not those described in this bill of lading the freight charges must be paid upon the goods actually shipped, with any additional penalties lawfully payable thereon.

7. Every party, whether principal or agent, shipping explosives or dangerous articles without previous full written disclosure to the carrier or its agent of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense, or destroyed without compensation.

8. Any alteration, addition or erasure in this bill of lading shall be signed or initialled in the margin by an agent of the carrier issuing the same, and if not so signed or initialled shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

CONDITIONS

1. The carrier of any of the goods herein described shall be liable for any loss thereof or damage thereto except as hereinafter provided.

2. In the case of shipments from one point in Alberta to another point in Alberta handled by two or more carriers, the carrier issuing this bill of lading, in addition to his other liability hereunder, shall be liable for any loss, damage or injury to such goods from which the other carrier is not by the terms of this bill of lading relieved, caused by or resulting from the act, neglect or default of any other carrier to which such goods may be delivered in Alberta, or over whose motor vehicle route or routes such goods may pass in Alberta, the onus of proving that such loss was not so caused or did not so result being put upon the carrier issuing this bill of lading. The carrier issuing this bill of lading shall be entitled to recover from the other carrier on whose motor vehicle, route or routes the loss, damage or injury to the said goods shall have been sustained, he may be required to pay hereunder as may be evidenced by any receipt, judgment or transcript thereof.

Nothing in this section shall deprive the holder of this bill of lading or party entitled to the goods of any remedy or right of action which he may have against the carrier issuing this bill of lading or any other carrier.

3. The carrier shall not be liable for loss, damage, or delay to any of the goods herein described, caused by an act of God, the King's enemies, riots, strikes, defect or inherent vice in the goods, or the act or default of the shipper or owner, the authority of law, or by quarantine.

4.—(a) No carrier is bound to transport said goods by any particular motor vehicle or in time for any particular market or otherwise than with due dispatch, unless by specific agreement endorsed hereon. Every carrier in case of physical necessity shall have the right to forward said goods by any conveyance or route between the point of shipment and the point of destination; but if such diversion be from a motor vehicle to any other conveyance the liability of the carrier shall be the same as though the entire carriage were by motor vehicle.

(b) The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the goods at the place and time shipment under this bill of lading (including the freight and other charges if paid), unless a lower value has been represented in writing by the shipper or has been agreed upon, in any of which events such lower value shall be the amount to govern such computation whether or not such loss or damage occurs from negligence.

(c) When the goods are carried at owner's risk such conditions are intended to cover only such risks as are necessarily incidental to transportation and shall not relieve the carrier from liability for any loss, damage or delay which may result from any negligence or omission of the carrier, its agents or employees, and the burden of proving freedom from such negligence or omission shall be on the carrier.

(d) Notice of loss, damage or delay must be made in writing to the carrier at point of delivery, or to the carrier at the point of origin within thirty days after delivery of the goods, or in case of failure to make delivery, then within thirty days after a reasonable time for delivery has elapsed.

(e) Any carrier or party liable on account of loss of or damage to any of said goods, on re-insuring to the insured the premium paid in respect thereof, shall have the full benefit of any insurance that may have been effected upon or on account of said goods, so far as this shall not void the policies or contracts of insurance.

5. No carrier shall be bound to carry any documents, specie or any article of extraordinary value unless a special agreement to do so (the duty of obtaining such special agreement to be on the carrier when the nature of the goods is disclosed herein) and a stipulated value of the articles is endorsed hereon. If such goods are carried without a special agreement and the nature of the goods is not disclosed hereon the carrier shall not be liable for any loss or damage thereto.

6. The owner or consignee shall pay the freight and all other lawful charges accruing on said goods, and, if required, shall pay the same before delivery. If upon inspection it is ascertained that the goods shipped are not those described in this bill of lading the freight charges must be paid upon the goods actually shipped, with any additional penalties lawfully payable thereon.

7. Every party, whether principal or agent, shipping explosives or dangerous articles without previous full written disclosure to the carrier or its agent of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense, or destroyed without compensation.

8. Any alteration, addition or erasure in this bill of lading shall be signed or initialled in the margin by an agent of the carrier issuing the same, and if not so signed or initialled shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

Reverse Side Form "A"

CONDITIONS

1. The carrier of any of the goods herein described shall be liable for any loss thereof or damage thereto except as hereinafter provided.

2. In the case of shipments from one point in Alberta to another point in Alberta handled by two or more carriers, the carrier issuing this bill of lading, in addition to his other liability hereunder, shall be liable for any loss, damage or injury to such goods from which the other carrier is not by the terms of this bill of lading relieved, caused by or resulting from the act, neglect or default of any other carrier to which such goods may be delivered in Alberta, or over whose motor vehicle route or routes such goods may pass in Alberta, the onus of proving that such loss was not so caused or did not so result being put upon the carrier issuing this bill of lading. The carrier issuing this bill of lading shall be entitled to recover from the other carrier on whose motor vehicle, route or routes the loss, damage or injury to the said goods shall have been sustained, he may be required to pay hereunder as may be evidenced by any receipt, judgment or transcript thereof.

Nothing in this section shall deprive the holder of this bill of lading or party entitled to the goods of any remedy or right of action which he may have against the carrier issuing this bill of lading or any other carrier.

3. The carrier shall not be liable for loss, damage, or delay to any of the goods herein described, caused by an act of God, the King's enemies, riots, strikes, defect or inherent vice in the goods, or the act or default of the shipper or owner, the authority of law, or by quarantine.

4.—(a) No carrier is bound to transport said goods by any particular motor vehicle or in time for any particular market or otherwise than with due dispatch, unless by specific agreement endorsed hereon. Every carrier in case of physical necessity shall have the right to forward said goods by any conveyance or route between the point of shipment and the point of destination; but if such diversion be from a motor vehicle to any other conveyance the liability of the carrier shall be the same as though the entire carriage were by motor vehicle.

(b) The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the goods at the place and time shipment under this bill of lading (including the freight and other charges if paid), unless a lower value has been represented in writing by the shipper or has been agreed upon, in any of which events such lower value shall be the amount to govern such computation whether or not such loss or damage occurs from negligence.

(c) When the goods are carried at owner's risk such conditions are intended to cover only such risks as are necessarily incidental to transportation and shall not relieve the carrier from liability for any loss, damage or delay which may result from any negligence or omission of the carrier, its agents or employees, and the burden of proving freedom from such negligence or omission shall be on the carrier.

(d) Notice of loss, damage or delay must be made in writing to the carrier at point of delivery, or to the carrier at the point of origin within thirty days after delivery of the goods, or in case of failure to make delivery, then within thirty days after a reasonable time for delivery has elapsed.

(e) Any carrier or party liable on account of loss of or damage to any of said goods, on re-imbursing to the insured the premium paid in respect thereof, shall have the full benefit of any insurance that may have been effected upon or on account of said goods, so far as this shall not void the policies or contracts of insurance.

5. No carrier shall be bound to carry any documents, specie or any article of extraordinary value unless a special agreement to do so (the duty of obtaining such special agreement to be on the carrier when the nature of the goods is disclosed herein) and a stipulated value of the articles is endorsed hereon. If such goods are carried without a special agreement and the nature of the goods is not disclosed hereon the carrier shall not be liable for any loss or damage thereto.

6. The owner or consignee shall pay the freight and all other lawful charges accruing on said goods, and, if required, shall pay the same before delivery. If upon inspection it is ascertained that the goods shipped are not those described in this bill of lading the freight charges must be paid upon the goods actually shipped, with any additional penalties lawfully payable thereon.

7. Every party, whether principal or agent, shipping explosives or dangerous articles without previous full written disclosure to the carrier or its agent of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense, or destroyed without compensation.

8. Any alteration, addition or erasure in this bill of lading shall be signed or initialled in the margin by an agent of the carrier issuing the same, and if not so signed or initialled shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

Form "B"

Form H.T.B.-16.

LIVE STOCK BILL OF LADING

1

(To be issued in Triplicate)

STRAIGHT BILL OF LADING "ORIGINAL"

Shipper's No.....

NOT NEGOTIABLE

Carrier's No.....

Place.....

Date..... 194.....

Received at the address shown, from the shipper mentioned below, on the above date, the live stock herein described in apparent good condition (except as may be noted) to be delivered at the point designated to the said consignee.

(SUBJECT TO THE CONDITIONS ON THE BACK HEREOF)

(Truckers should, for their own protection, familiarize themselves with these conditions.)

From: Shipper's Name.....

Address.....

To: Consignee.....

Destination.....

[illegible]

*Type of Animal: State whether Horses, Cattle, Sheep or Hogs.

Rate per 100 lbs..... TOTAL CHARGES \$.....

Signed by
Shipper.....

Signed by
Trucker.....

Signed by
Receiver.....

Address.....

P.S.V. No.

IF CHARGES ARE TO BE PREPAID IT SHALL BE SO STATED

(Over)

Reverse Side Form "B"

CONDITIONS

1. It is agreed that the carrier issuing this live stock bill shall be liable for any loss of, or damage to any of the live stock contained in this shipment, except as hereinafter provided.

2. The carrier shall not be liable for loss, damage, or delay to any of the goods herein described, caused by an act of God, the King's enemies, riots, strikes, defect or inherent vice in the goods, or the act or default of the shipper or owner, the authority of law, or by quarantine.

3. No carrier is bound to transport said goods by any particular motor vehicle or in time for any particular market or otherwise than with due dispatch, unless by specific agreement endorsed hereon. Every carrier in case of physical necessity shall have the right to forward said goods by any conveyance or route between the point of shipment and the point of destination; but if such diversion be from a motor vehicle to any other conveyance the liability of the carrier shall be the same as though the entire carriage were by motor vehicle.

4. The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the goods at the place and time of shipment under this bill of lading (including the freight and other charges if paid) unless a lower value has been represented in writing by the shipper or has been agreed upon, in any of which events such lower value has been represented in writing by the shipper or has been agreed upon, in any of which events such lower value shall be the amount to govern such computation whether or not such loss or damage occurs from negligence.

5. When the goods are carried at owner's risk such conditions are intended to cover only such risks as are necessarily incidental to transportation and shall not relieve the carrier from liability for any loss, damage, or delay which may result from any negligence or omission of the carrier, its agents or employees, and the burden of proving freedom from such negligence or omission shall be on the carrier.

6. Notice of loss, damage or delay must be made in writing to the carrier at point of delivery, or to the carrier at point of origin, within thirty days after delivery of the goods or in case of failure to make delivery, then within two months after all reasonable time for delivery has elapsed. Unless delivery notice is so given the carrier shall not be liable.

7. Any carrier or party liable on account of loss of or damage to any of said goods, on reimbursing to the insured the premium paid in respect thereof, shall have the full benefit of any insurance that may have been effected upon or on account of said goods, so far as this shall not void the policies or contracts of insurance.

8. Any alteration, addition or erasure in this bill of lading shall be signed or initialled in the margin by an agent of the carrier issuing the same, and if not so signed or initialled shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

9. The carrier shall deliver one copy of this bill of lading to the shipper, to the commission merchant at the terminal stock yards or the buyer at the packing plant to whichever the shipment is delivered and shall secure and deliver to the shipper within three days an account sales or statement of grade, or both, and shall retain one copy in his possession for a period of at least six months.

10. A bill of lading must be issued for each separate consignment and must show the markings of the animals in every case.

Form "B"

Form H.T.B.-16.

LIVE STOCK BILL OF LADING

2

(To be issued in Triplicate)

THIS SHIPPING ORDER must be legibly filled in, in ink, in indelible pencil or in carbon, and retained by the carrier.

Shipper's No.....
Carrier's No.....

Place.....

Date.....194.....

Received at the address shown, from the shipper mentioned below, on the above date, the live stock herein described in apparent good condition (except as may be noted) to be delivered at the point designated to the said consignee.

(SUBJECT TO THE CONDITIONS ON THE BACK HEREOF)

(Truckers should, for their own protection, familiarize themselves with these conditions.)

From: Shipper's Name.....

Address.....

To: Consignee.....

Destination.....

[illegible]

*Type of Animal: State whether Horses, Cattle, Sheep or Hogs.

Rate per 100 lbs..... TOTAL CHARGES \$.....

Signed by
Shipper.....

Signed by
Trucker.....

Signed by
Receiver.....

Address.....

P.S.V. No.....

IF CHARGES ARE TO BE PREPAID IT SHALL BE SO STATED

(Over)

Reverse Side Form "B"

CONDITIONS

1. It is agreed that the carrier issuing this live stock bill shall be liable for any loss of, or damage to any of the live stock contained in this shipment, except as hereinafter provided.

2. The carrier shall not be liable for loss, damage, or delay to any of the goods herein described, caused by an act of God, the King's enemies, riots, strikes, defect or inherent vice in the goods, or the act or default of the shipper or owner, the authority of law, or by quarantine.

3. No carrier is bound to transport said goods by any particular motor vehicle or in time for any particular market or otherwise than with due dispatch, unless by specific agreement endorsed hereon. Every carrier in case of physical necessity shall have the right to forward said goods by any conveyance or route between the point of shipment and the point of destination; but if such diversion be from a motor vehicle to any other conveyance the liability of the carrier shall be the same as though the entire carriage were by motor vehicle.

4. The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the goods at the place and time of shipment under this bill of lading (including the freight and other charges if paid) unless a lower value has been represented in writing by the shipper or has been agreed upon, in any of which events such lower value has been represented in writing by the shipper or has been agreed upon, in any of which events such lower value shall be the amount to govern such computation whether or not such loss or damage occurs from negligence.

5. When the goods are carried at owner's risk such conditions are intended to cover only such risks as are necessarily incidental to transportation and shall not relieve the carrier from liability for any loss, damage, or delay which may result from any negligence or omission of the carrier, its agents or employees, and the burden of proving freedom from such negligence or omission shall be on the carrier.

6. Notice of loss, damage or delay must be made in writing to the carrier at point of delivery, or to the carrier at point of origin, within thirty days after delivery of the goods or in case of failure to make delivery, then within two months after all reasonable time for delivery has elapsed. Unless delivery notice is so given the carrier shall not be liable.

7. Any carrier or party liable on account of loss of or damage to any of said goods, on reimbursing to the insured the premium paid in respect thereof, shall have the full benefit of any insurance that may have been effected upon or on account of said goods, so far as this shall not void the policies or contracts of insurance.

8. Any alteration, addition or erasure in this bill of lading shall be signed or initialled in the margin by an agent of the carrier issuing the same, and if not so signed or initialled shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

9. The carrier shall deliver one copy of this bill of lading to the shipper, to the commission merchant at the terminal stock yards or the buyer at the packing plant to whichever the shipment is delivered and shall secure and deliver to the shipper within three days an account sales or statement of grade, or both, and shall retain one copy in his possession for a period of at least six months.

10. A bill of lading must be issued for each separate consignment and must show the markings of the animals in every case.

Form H.T.B.-16.

LIVE STOCK BILL OF LADING

3

(To be issued in Triplicate)

THIS MEMORANDUM is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record.

Shipper's No.....

Carrier's No.....

Place.....

Date..... 194.....

Received at the address shown, from the shipper mentioned below, on the above date, the live stock herein described in apparent good condition (except as may be noted) to be delivered at the point designated to the said consignee.

(SUBJECT TO THE CONDITIONS ON THE BACK HEREOF)

(Truckers should, for their own protection, familiarize themselves with these conditions.)

From: Shipper's Name.....

Address.....

To: Consignee.....

Destination.....

[illegible]

*Type of Animal: State whether Horses, Cattle, Sheep or Hogs.

Rate per 100 lbs..... TOTAL CHARGES \$.....

Signed by
Shipper.....

Signed by
Trucker.....

Signed by
Receiver.....

Address.....

P.S.V. No.....

IF CHARGES ARE TO BE PREPAID IT SHALL BE SO STATED

(Over)

Reverse Side Form "B"

CONDITIONS

2. It is agreed that the carrier issuing this live stock bill shall be liable for any loss of, or damage to any of the live stock contained in this shipment, except as hereinafter provided.

2. The carrier shall not be liable for loss, damage, or delay to any of the goods herein described, caused by an act of God, the King's enemies, riots, strikes, defect or inherent vice in the goods, or the act or default of the shipper or owner, the authority of law, or by quarantine.

3. No carrier is bound to transport said goods by any particular motor vehicle or in time for any particular market or otherwise than with due dispatch, unless by specific agreement endorsed hereon. Every carrier in case of physical necessity shall have the right to forward said goods by any conveyance or route between the point of shipment and the point of destination; but if such diversion be from a motor vehicle to any other conveyance the liability of the carrier shall be the same as though the entire carriage were by motor vehicle.

4. The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the goods at the place and time of shipment under this bill of lading (including the freight and other charges if paid) unless a lower value has been represented in writing by the shipper or has been agreed upon, in any of which events such lower value has been represented in writing by the shipper or has been agreed upon, in any of which events such lower value shall be the amount to govern such computation whether or not such loss or damage occurs from negligence.

5. When the goods are carried at owner's risk such conditions are intended to cover only such risks as are necessarily incidental to transportation and shall not relieve the carrier from liability for any loss, damage, or delay which may result from any negligence or omission of the carrier, its agents or employees, and the burden of proving freedom from such negligence or omission shall be on the carrier.

6. Notice of loss, damage or delay must be made in writing to the carrier at point of delivery, or to the carrier at point of origin, within thirty days after delivery of the goods or in case of failure to make delivery, then within two months after all reasonable time for delivery has elapsed. Unless delivery notice is so given the carrier shall not be liable.

7. Any carrier or party liable on account of loss of or damage to any of said goods, on reimbursing to the insured the premium paid in respect thereof, shall have the full benefit of any insurance that may have been effected upon or on account of said goods, so far as this shall not void the policies or contracts of insurance.

8. Any alteration, addition or erasure in this bill of lading shall be signed or initialled in the margin by an agent of the carrier issuing the same, and if not so signed or initialled shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

9. The carrier shall deliver one copy of this bill of lading to the shipper, to the commission merchant at the terminal stock yards or the buyer at the packing plant to whichever the shipment is delivered and shall secure and deliver to the shipper within three days an account sales or statement of grade, or both, and shall retain one copy in his possession for a period of at least six months.

10. A bill of lading must be issued for each separate consignment and must show the markings of the animals in every case.

GENERAL DATA

SIZE RESTRICTIONS

MAXIMUM WIDTH 96 in.

MAXIMUM HEIGHT 12 ft. 6 in.

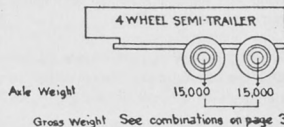
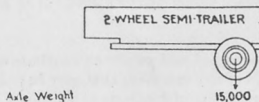
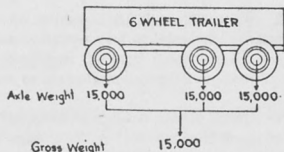
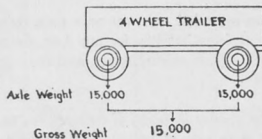
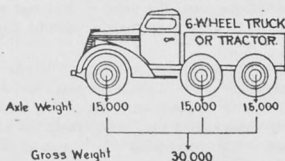
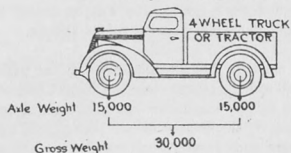
MAXIMUM LENGTH—Single unit 35 ft. Tractor-semi-trailer 35 ft. Other Combinations 50 ft.

NUMBER OF TRAILERS PERMITTED—1 Trailer or 1 Semi-trailer.

WEIGHT RESTRICTIONS

Maximum Tire Load	See Table
Maximum Gross Weight on Any One Axle	15,000 lbs.
Maximum Gross Weight of Single Unit	30,000 lbs.
Maximum Gross Weight of Tractor-Semi-Trailer	30,000 lbs.
Maximum Gross Weight of Other Combinations	30,000 lbs.

Legal Axle And Gross Weight Permitted on Single Units



Approved by *G.H.N. Monkman*
G.H.N. Monkman

Title Chairman
Highway Traffic Board

Date Sept. 26, 1942

PRACTICAL AXLE AND GROSS WEIGHT LIMITS

The above axle limitations are the legal maximum limits. In practice, it is possible to carry the same weight on the front axle as is carried on the rear axle only in the case of those vehicles so constructed as to permit of a 50-50 weight distribution between axles. Unless so constructed, therefore, the practical weight possible upon a front axle will vary according to design of vehicle and permissible tire capacity.

Subject to practical axle weights, above gross weights are practical.

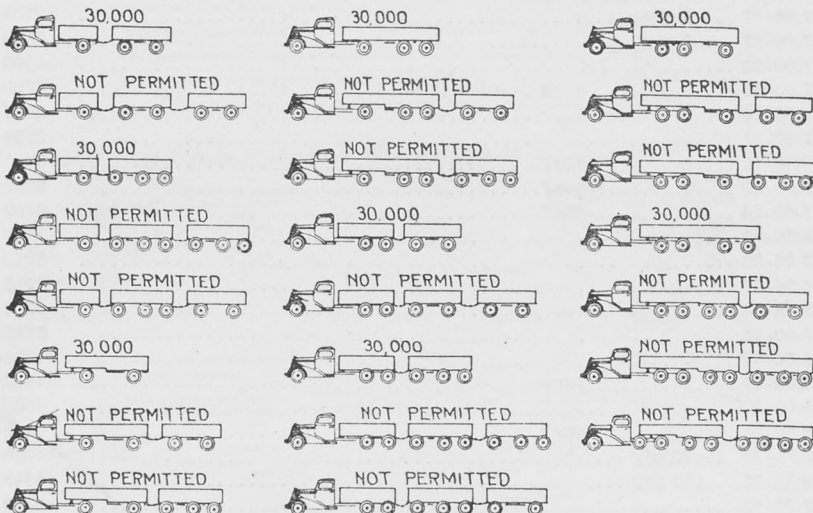
TABLE NO. 1—PNEUMATIC TIRES

Balloon	Tire Size High Pressure	Carrying Capacity
5.50-20		1715
6.00-16		1580
6.00-20	30x5	1960
6.50-16		1800
6.50-18		2170
6.50-20	32x6	2380
7.00-16		2060
7.00-17	6 ply	2170
7.00-17	8 ply	2520
7.00-18		2520
7.00-20	32x6 Combination	2730
7.50-16		2590
7.50-17		2730
7.50-18	32x7	2835
7.50-20	34x7	3080
7.50-24	38x7	3500
8.25-18		3430
8.25-20		3710
8.25-22		3990
8.25-24		4235
9.00-15		3710
9.00-18		4200
9.00-20	36x8	4550
9.00-22		4900
9.00-24	40x8	5110
9.75-15	10 ply	4020
9.75-15	12 ply	4445
9.75-18		5040
9.75-20		5460
9.75-22		5880
9.75-24		6160
10.50-18		6160
10.50-20		6580
10.50-22		7000
10.50-24		7280
11.25-20		7630
11.25-24		8470
12.00-20		8750
12.00-24		9730
12.75-20		10080
12.75-24		11200
13.50-20		11480
13.50-24		12740

NOTE—For carrying capacity of other high pressure tires see tables in General Regulations.

LEGAL GROSS WEIGHTS PERMITTED ON FOLLOWING COMBINATIONS

No vehicle or combination may exceed 30,000 lbs. gross weight

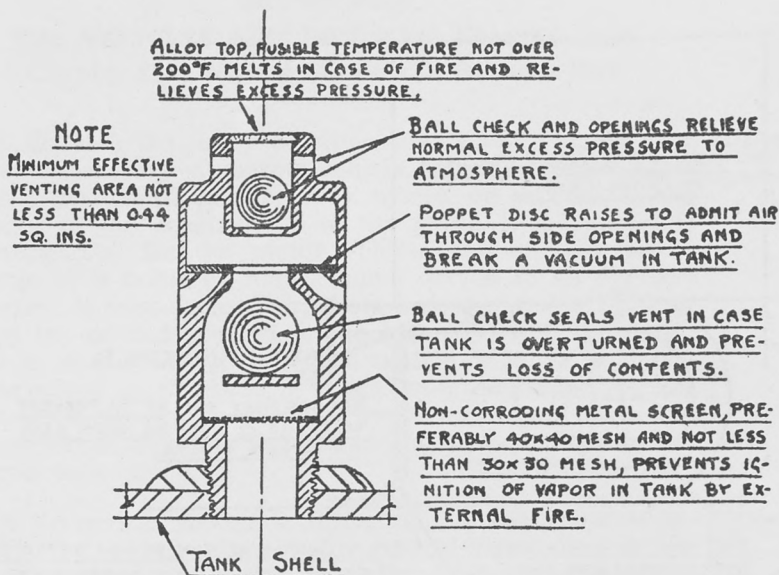


Approved by G. H. N. Monkman Title Chairman Date Sept 26-1942
 G. H. N. Monkman Highway Traffic Board

PRACTICAL GROSS WEIGHT LIMITS OF COMBINATIONS

The practical gross weight that may be carried upon any combination of units is limited by the tire capacity and the practical gross weight that can be carried upon each unit and the axes thereof. No combination may have a gross weight exceeding that shown above.

To Illustrate Section 3.5.2.



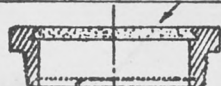
SCHEMATIC ILLUSTRATION OF
TANK VENT VALVE.

OIL TANK VENTS.

SHEET No. 5.

Dwg. No. M-13. - FEB. 3/39
MECH. BRANCH, ALTA GOV'T.

FUSIBLE TEMPERATURE OF
ALLOY NOT OVER 200°F

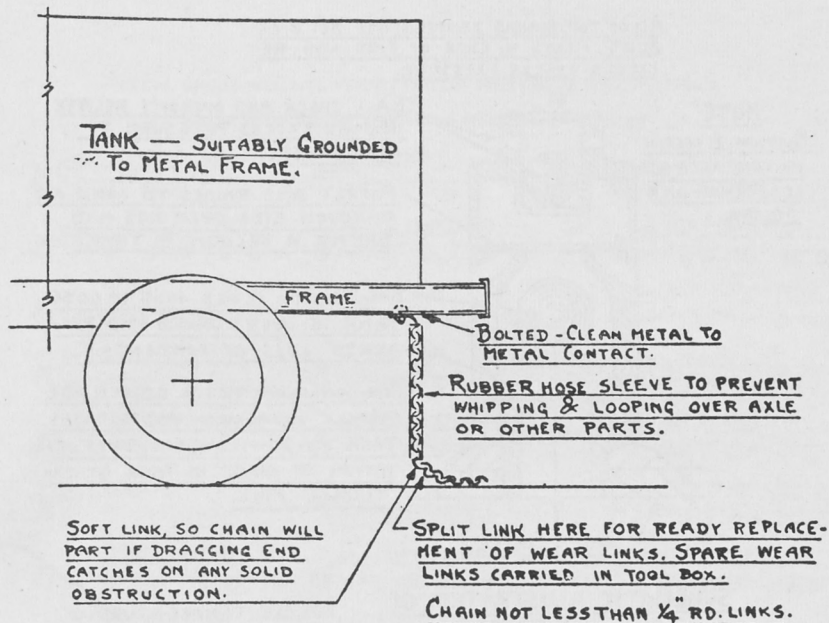


NON-CORRODING SCREEN

EFFECTIVE OPENING 1 29/32" DIA.

FUSIBLE PLUG FOR TANK.

To Illustrate Section 3.5.2.



OIL TRUCK STATIC CHAIN.

SHEET No. 4

Dwg No. -M-12 -FEB 2/39.
MECH. BRANCH, ALTA GOV'T.

Rules of the Road.

Extract from

THE VEHICLES AND HIGHWAY TRAFFIC ACT

Chapter 275, Revised Statutes of Alberta, 1942

45. Outside the limits of cities, towns and villages, any person operating a motor vehicle, upon approaching a graded portion of any highway where, on account of the manner of the construction of the grade, it is impossible or dangerous for the motor vehicle and another motor vehicle or a horse or horses being driven in an opposite direction to pass each other, shall, before entering upon or along the graded portion of the highway, stop the motor vehicle, and if any other motor vehicle or horse or horses being driven as aforesaid, is or are upon the graded portion, wait until the motor vehicle, horse or horses have first passed along the grade and passed the motor vehicle before he proceeds. Passing on
graded
highway

[1941, c. 5, s. 44.]

46. No person driving a motor vehicle shall pass or attempt to pass any other motor vehicle proceeding in the same direction on any hill, curve or bridge or any of the approaches thereto. Passing on
hill, curve
or bridge

[1941, c. 5, s. 45.]

47.—(1) Any person acting as the driver of a vehicle shall when meeting another vehicle keep his vehicle at all times to the right of the centre line of the highway. Vehicle
keeps to
the right

(2) If any person acting as the driver of a vehicle desires to pass another vehicle or horseman travelling upon a highway in the same direction, he shall in passing keep his vehicle to the left of the other vehicle or horseman or to the left side of the centre line of the highway. Vehicle
overtakes
and passes
on the left

(3) Any person acting as the driver of a vehicle shall not drive to the left side of the centre line of a highway in overtaking and passing another vehicle or horseman unless the left side of the highway is free of approaching traffic for a sufficient distance ahead to permit such person to overtake and pass the other vehicle or horseman in safety. Highway
clear when
passing

(4) If any horseman or person acting as the driver of a vehicle is overtaken upon a highway by a vehicle travelling in the same direction, the driver of the vehicle overtaken shall not pass the overtaking vehicle until the highway is clear of approaching traffic. Vehicle
being over-
taken allows
free passage

ling in the same direction, he shall allow such vehicle to pass and shall keep to the right of the centre line of the highway so as to allow the free passage of the road by the overtaking vehicle.

(5) If any driver of a vehicle cannot for an reason keep to the right or the left of the centre line of the highway so as to allow the immediate free passage of the road by another vehicle, as directed by this section, he shall stop and, if necessary, aid the driver of the other vehicle to pass in any manner practicable. [1941, c. 5, s. 46.]

Siren
prohibited

48.—(1) No person shall drive a motor vehicle to which a siren is attached other than a motor vehicle which is used,—

(a) for the transportation of any member of a fire brigade or of any fire fighting equipment; or

(b) for the transportation of any policeman; or

(c) for an ambulance,—

unless the Minister has specifically authorized him so to do.

Vehicles
stop when
siren
sounded

(2) Any person driving a motor vehicle and meeting or being overtaken by a motor vehicle on which a siren is being sounded, shall, having regard to all the circumstances of the case, bring the vehicle he is driving to a stop at the extreme right hand side of the highway as soon as is reasonably possible, and shall remain stopped until the vehicle sounding its siren has passed. [1941, c. 5, s. 47.]

Parking on
highway

49.—(1) No person shall park or leave standing any vehicle, whether attended or unattended, upon the travelled portion of a highway outside of a city, town or village, when it is practicable to park or leave the vehicle off the travelled highway; provided, that in any event, no person shall park or leave standing any vehicle, whether attended or unattended upon the highway unless a clear and unobstructed width opposite the vehicle is left for free passage of other vehicles thereon, and unless a clear view of the parked or standing vehicle may be obtained for a distance of two hundred feet along the highway in both directions.

(2) No vehicle shall remain at a standstill on any highway for longer than one minute at any place which is

within thirty feet of the point of intersection of that highway with any other highway. [1941, c. 5, s. 48.]

50. The driver of every vehicle shall, before turning the vehicle to right or left or stopping it, give such signals of his intention so to do in such manner as may be prescribed by the Regulations. [1941, c. 5, s. 49.]

Driving
signals

51. Any person driving a vehicle on a highway shall, at the intersection of the highways, keep to the right of the intersection of the centre lines of the highways when turning to the right, and keep to the right of the intersection of the centre lines when turning to the left. [1941, c. 5, s. 50.]

Turning at
intersections

52.—(1) Whenever any vehicle is turning from one highway into another the driver of any other vehicle approaching the intersection of the highways to the right of the vehicle shall have the right-of-way, and similarly, the driver of the first mentioned vehicle shall have the right-of-way over any vehicles approaching the intersection of the highways on his left.

Right-of-way
at inter-
sections

(2) The driver of a vehicle approaching an intersection of highways or a cross-road shall yield the right-of-way to a vehicle which has entered the intersection.

(3) When two vehicles enter upon an intersection at the same time, that vehicle shall have the right-of-way which entered the intersection from the right of the driver of the other vehicle. [1941, c. 5, s. 51.]

53.—(1) Every vehicle being about to enter upon any main or secondary Provincial highway as defined in *The Public Highways Act*, or upon any other highway, which, at the request of the local governing body has been designated and marked as a highway at which vehicles are required to stop, or upon any intersection at which it is required to stop by any by-law of any city, town or village, shall be brought to a stop at a point not less than ten feet nor more than fifty feet from such highway, and shall not enter upon the highway either for the purpose of crossing it or of proceeding along it until the conditions of traffic on the highway are such that the vehicle can enter upon the highway with safety.

Stop streets

(2) The driver of a vehicle entering a highway from a private road or drive, or from an alley-way or lane, or from a street or highway on which he is required to stop before entering such highway, shall yield the right-of-way to all vehicles upon such highway. [1941, c. 5, s. 52.]

Driving in
city, town
or village

54. No person shall drive any vehicle on any street or highway within any city, town or village in such a manner that the same crosses from one side of the street or highway to the other side thereon between intersecting streets or highways. [1941, c. 5, s. 53.]

Maintenance
vehicles

55. Notwithstanding any other provision of this Act, every person whilst engaged upon the work of maintenance of a highway shall be entitled to drive or operate any vehicle required for the work, upon such portion of the highway as may be requisite for the necessary, regular or convenient discharge of his duties. [1941, c. 5, s. 54.]

Passing
street car or
school van
prohibited

56. When a street railway car or a van operated by a school district for the transportation of school children, which bears a sign both in the front and rear thereof with the words "School Van" thereon, has stopped to receive or discharge passengers, no vehicle shall overtake and pass such car or van until all persons who are about to enter or leave the same are safely clear of the path of the vehicle:

Provided, however, that nothing in this section shall be deemed to prevent any vehicle from passing a stationary street railway car at an intersection where a safety zone has been provided for passengers. [1941, c. 5, s. 55.]

Gasoline
trucks stop
at railway
crossings

57. An operator of any vehicle, when transporting gasoline other than the gasoline used for propelling the vehicle and contained in the tank or container of the motor vehicle, shall, before proceeding over any legal railway crossing, whether or not a train can be seen or heard approaching the crossing, bring the vehicle to a dead stop and shall not proceed until satisfied that it is safe to do so.

[1941, c. 5, s. 56.]

Driver to
return to
scene of
accident

58.—(1) If an accident occurs to any person whether on foot or horseback or in a vehicle, or to any horse or vehicle in charge of any person owing to the presence of any motor vehicle on any public highway, the person in charge of the

motor vehicle shall return to the scene of the accident, render all reasonable assistance, and give to any person sustaining loss or injury or to any peace officer or to a witness, his name and address, and also the name and address of the owner of the motor vehicle, and the registration number of the motor vehicle, together with such other information as may be requested.

(2) Every person in charge of a motor vehicle who is directly or indirectly involved in an accident shall, if the accident results in personal injuries, or in damage to property apparently exceeding twenty-five dollars, report the accident forthwith to the nearest police officer or constable, and furnish him with a written statement concerning the accident on such forms as may be prescribed by the Minister.

Report accident to police

(3) Where such person is physically incapable of making a report, and there is another occupant of the motor vehicle, the other occupant shall make the report.

Inability to report

(4) Every police officer or constable receiving a report of an accident shall secure from the person making the report, or by other inquiries where necessary, such particulars of the accident, the persons involved, the extent of the personal injuries or property damage, if any, and such other information as may be necessary to complete a written report concerning the accident to the Minister.

Information to police

(5) Every officer or constable of the Royal Canadian Mounted Police, and every chief of police, municipal clerk, or officer or constable of municipal police who receives or completes any report made pursuant to this section shall, within twenty-four hours after the receipt or completion of the report, mail or deliver a copy of the same to the Minister on such forms as may be prescribed by the Minister.

Police report to Minister

(6) Every insurance company which receives a claim, under a motor vehicle liability policy, in respect of personal injuries, or damage to property exceeding twenty-five dollars, shall forthwith give notice thereof to the Minister and shall furnish such other information as the Minister may require.

Insurance claims reported to Minister

[1941, c. 5, s. 57.]

Hints on Careful Driving

Extract from booklet prepared and issued by the Department of the Provincial Secretary:

A Summary of the Chief Points a Motor Driver Must Know

You MUST—

- (1) Keep to the right when meeting other vehicles.
- (2) Not drive a motor vehicle whilst under the influence of liquor, nor in a reckless manner.
- (3) Never obstruct the highway, nor willfully hinder free passage of other traffic.
- (4) Give audible warning of approach whenever necessary.
- (5) Stop on signal or request of constable in uniform or person in charge of horse.
- (6) Secure car against being started, if left unattended.
- (7) Carry your driver's license when driving. Produce it to constable on demand. Never lend it to anyone else.
- (8) See that your vehicle carries correct registration marks, properly visible.
- (9) Carry proper lights during hours of darkness.
- (10) Know speed limits.
- (11) Stop in event of accident and give name and address of driver and owner on demand, and in the case of an accident causing any injury to person or property, report the accident as soon as possible to a police officer or constable.
- (12) See that brakes, steering wheel and lights are in good condition.
- (13) Use your horn with discretion. Remember, your horn is a warning, not a command. You have only equal rights on the road with every other class of user.

Cardinal Rules for Safe Driving.

- (1) Always keep your eyes open and your wits alert.
 - (a) Undivided attention must be given to the task of driving a car.

(b) More accidents are due to carelessness, impatience and thoughtlessness than ignorance.

(c) Use common sense to ensure safe driving and do not drive recklessly.

(2) Courtesy.—Always drive as you would want others to drive.

(3) Safety First.—The most important principle of the road.

(a) Do not cut in. Indiscriminate cutting in or out of the traffic is one of the greatest dangers of the road.

(b) Do not assume that the road is clear, nor overtake at corners, bends, cross-roads, road junctions, arched bridges or humps in the road, or anywhere without the certain knowledge of a clear road.

(c) Do not drive so that you cannot pull up clear of any possible danger, or assume that your warning signal is heard, if no notice is taken of it. Either your first warning may not have been heard, or the driver ahead may be in a better position to see something which might make it unwise for you to overtake.

(d) Do not descend hills too fast. When descending hills, give proper consideration to ascending horse-drawn vehicles; also, when ascending hills, remember that descending traffic has more difficulty in slowing up or stopping.

(e) Do not reverse out into a main highway until you know that all is clear.

(f) Draw up at the near side of the road, with the flow of the traffic, and not against it. At night especially a motor vehicle should never be drawn up on the wrong side of the road.

Control

(1) Always keep yourself and your vehicle in safe driving condition.

(a) Be completely master of your vehicle.

(b) Do not drive if you are not physically fit to do so.

(c) Frequently inspect your vehicle.

(d) Always keep your brakes and steering wheel in faultless condition.

(e) Keep your lamps in good order and lights properly focussed.

(2) Upon the efficiency of your brakes and steering primarily depends, in emergency, not only your own safety, but that of all users of the road. Frequently inspect brake and steering

connections and see that all are secure. Occasionally test the alignment of the wheels. Renew brake linings with suitable material before they become too worn.

Danger

Always anticipate danger.

(a) Do not imagine that people—especially children—or animals can always be trusted to do the sensible thing.

(b) Be prepared for anyone else on the road doing the wrong thing.

(c) Beware of pedestrians stepping suddenly off the footway or curb. Many pedestrians leave the footway or curb with their backs to oncoming traffic, and without first looking out for traffic. They may also emerge suddenly from behind or from in front of other moving or stationary vehicles. Sometimes in avoiding another vehicle, a pedestrian will step right in your path. Against all such contingencies the safe driver must be perpetually on guard.

(d) Do not drive fast past schools or in school zones or populous districts.

(e) Beware of vehicles suddenly turning out of their line of traffic.

(f) Never turn into or out of any road, or cross any important road except dead slow (that is, so that you can pull up at once) unless you can see that all is clear.

Signals

Learn, give and obey the recognized traffic signals.

(a) Do not slow down, stop, turn or cross to the opposite side of the road without endeavouring to show your intention to following traffic by giving the recognized signal in ample time.

(b) Signals by means of the hand and arm shall be given from the left side of the vehicle.

(c) Extending the hand and arm horizontally from and beyond the left side of the vehicle indicates the intention to turn to the left.

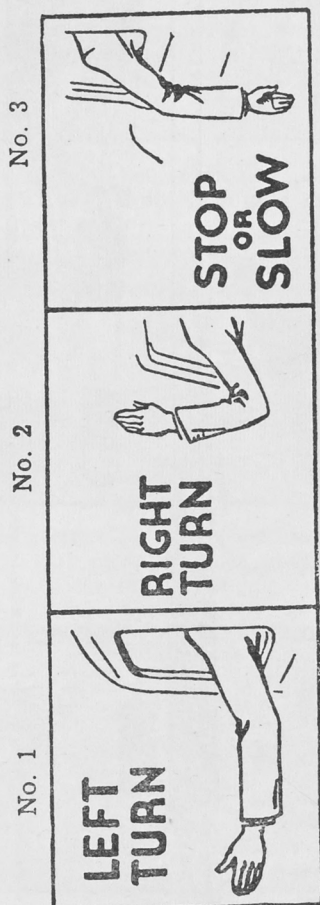
(d) Extending the hand arm upward and beyond the left side of the vehicle indicates the intention to turn to the right.

(e) Extending the hand and arm downward from and beyond the left side of the vehicle indicates the intention to stop or suddenly decrease the speed.

(f) Always look out for and promptly obey police signals and traffic signs.

Hand Signal Shall Be Given From the
Left Side of the Vehicle.

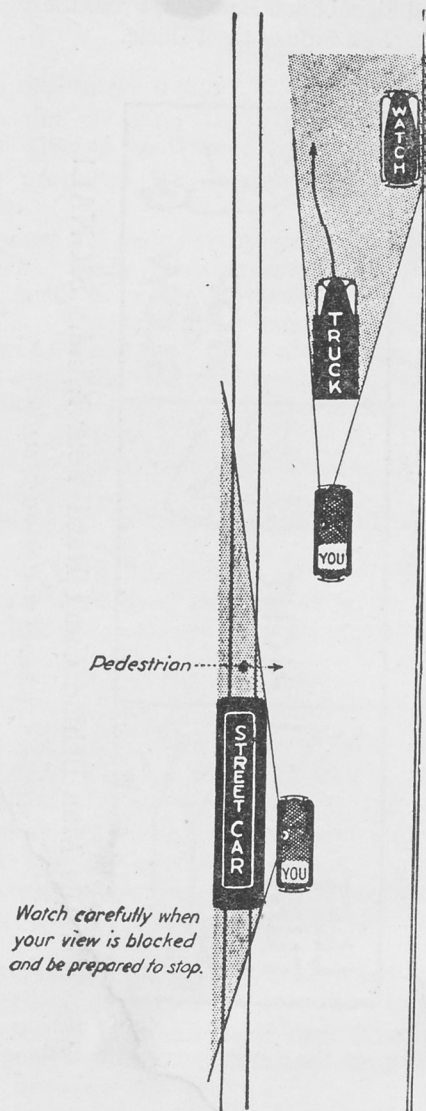
ILLUSTRATION

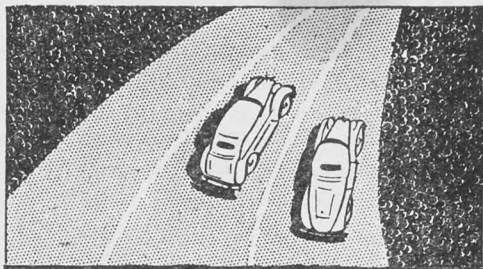


The Man Behind Can't Read Your Mind. SIGNAL!

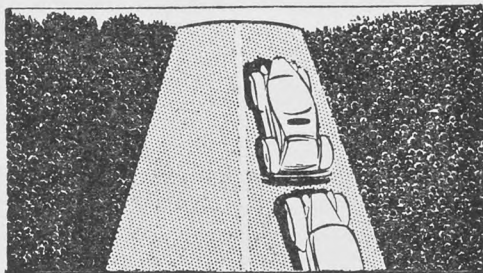
(Chapter 62—1938—O.C. 542/39).

The above are the generally recognized signals.

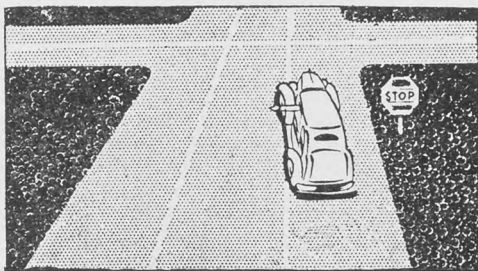




Vehicles may be overtaken and passed only when, without doubt it is safe to do so.



Do not overtake or pass a vehicle on a hill. Your assured clear distance ahead ends at the top of the hill.



Drivers must come to a complete stop before entering "through" streets or a main highway.

Slow down at all narrow streets, blind corners, cross-roads, junctions and railway crossings. Do not proceed until a clear road.

GENERAL

1. Never crowd another motor vehicle. You expect a fair share of the road. Give the other person a fair share.

2. Take pride in your motor vehicle and keep it in good mechanical condition, particularly in respect to brakes, lights, tires, wind-shield, and steering mechanism. Treat it right by driving it sensibly and you will be well pleased with the result.

3. Should you have to stop for any reason, pull off the main travelled portion of the highway, as to stop on the same creates an accident hazard both to yourself and to others. Never stop or park on or near a curve or at or near the crest of a hill.

4. Never under any circumstances throw any lighted cigarette or cigar, embers from your pipe, or any lighted material out of your motor vehicle while on the highway, as a careless action of this nature often results in a disastrous fire.

5. If you are proceeding across a railway crossing, particularly after stopping, never change your gears while crossing the tracks, as there is a possibility you may stall your motor vehicle. Many people have lost their lives through making this mistake.

6. Give full and individual attention to your driving. If you want to enjoy the scenery or "window shop"—park your car.

7. Know your stopping distance at all times. Reasonable speed in fair weather or on a dry surface may be dangerous in rain or snow or during darkness.

8. Don't insist on your "right-of-way." Your life and your health are much more important.

9. Watch the car ahead and don't follow too closely.

10. Never pass another vehicle on a hill or curve or at any point where the view is obstructed. You might just as well drive blindfolded.

11. Slow down at crossings, street intersections, schools and when passing parked cars. A few seconds lost may save a lifetime of regret.

12. Observe road signs and signals. They have a definite purpose—to prevent accidents.

13. Be particularly careful when passing pedestrians or cyclists. Get your foot on the brake, then sound the horn if it is absolutely necessary.

14. Never drive after drinking. Alcohol has a habit of giving a false sense of security and exhilaration, while at the same time it affects your reaction time, and warps your judgment of distance and speed. The same amount of liquor which may completely upset one person may have no outward effect on another person, so that any person who does not know at what point liquor affects his driving should never drive after having partaken of any.

15. Do not drive with blinding lights. You are liable to be prosecuted for failing to dim your lights.

16. Do not race for an intersection and then stop suddenly—brakes have been known to fail.

17. Do not back up without looking—there might be someone there.

18. Do not allow your car to be driven by anyone who does not have a driver's license—your car is your responsibility.

19. Do not drive without your driver's license on your person—you may be asked for it. Carry your driver's license with you at all times, and avoid inconvenience and prosecution.

20. Keep a safe, clear stopping distance ahead of you. Something unexpected might happen to the vehicle ahead.

21. If you stop to think you will think to stop.

23. It is the duty of a motorist entering a highway from a side road to definitely stop and look both ways before starting again.

24. Always keep your plates clean.

No one can be considered a real driver unless his traffic habits include care, courtesy and common sense as fundamentals for safety.

No method of approach to the traffic problem will bring more beneficial results than your observance of the foregoing rules.

OBSERVE LAWS AND SAVE LIVES

Driving Is Not a Right but a Privilege Which Can Be Revoked for Any Good Reason.

Improved roads and the increasing volume of fast traffic have added to the responsibility of every user of the highway to conform to rules of safe behaviour at all times.

This pamphlet is made available in an effort to promote safer conditions on our streets and highways, and it will fulfill this purpose just to the extent that you as an individual are willing to observe the rules suggested.

With this in mind, we trust we may have your co-operation in our efforts to reduce the waste of life, health and property resulting from motor vehicle accidents.

